



1848

100 YEARS
OF PROGRESS

1948

PRATT & LETCHWORTH

CASTINGS

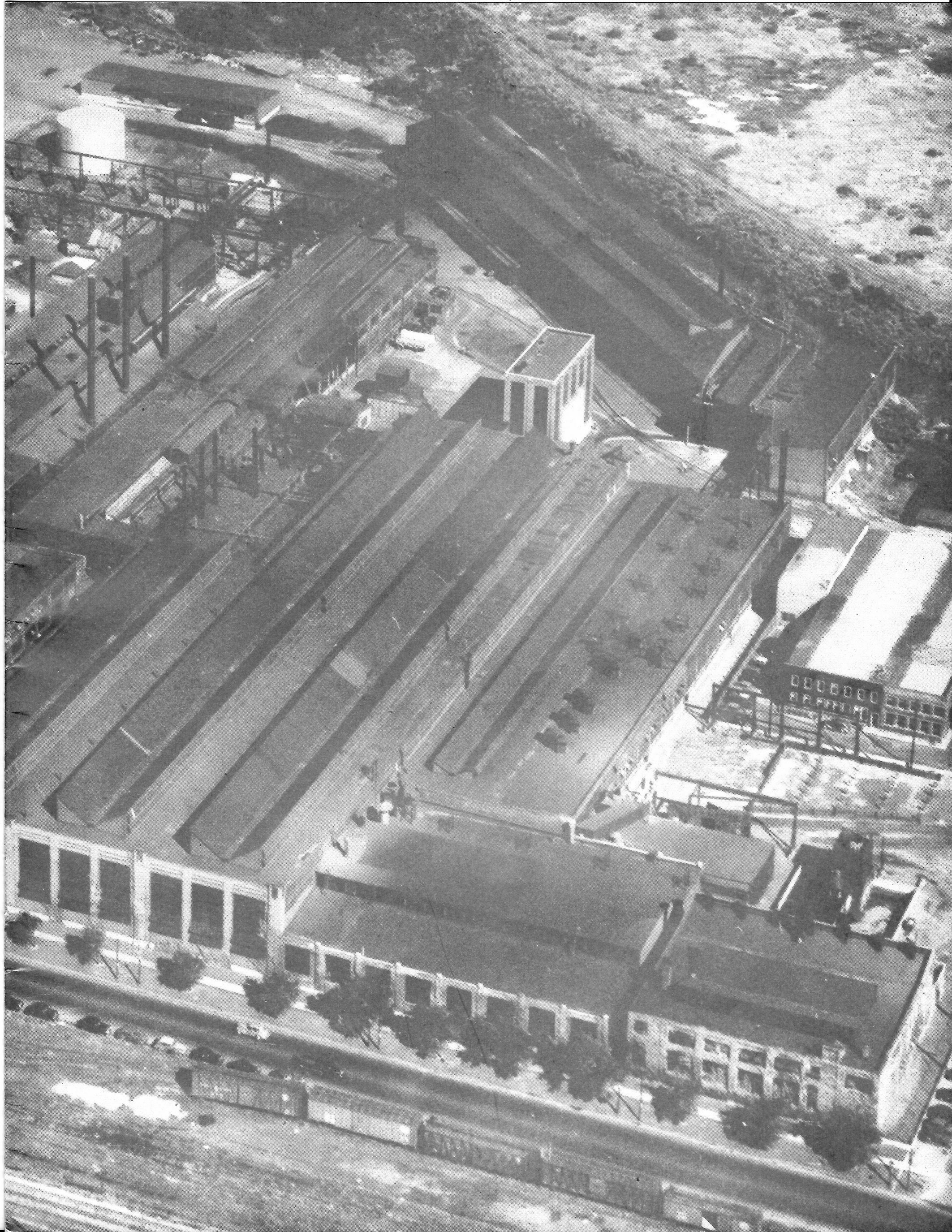
VOL. 6

CENTENNIAL ISSUE, MAY, 1948

NO. 2

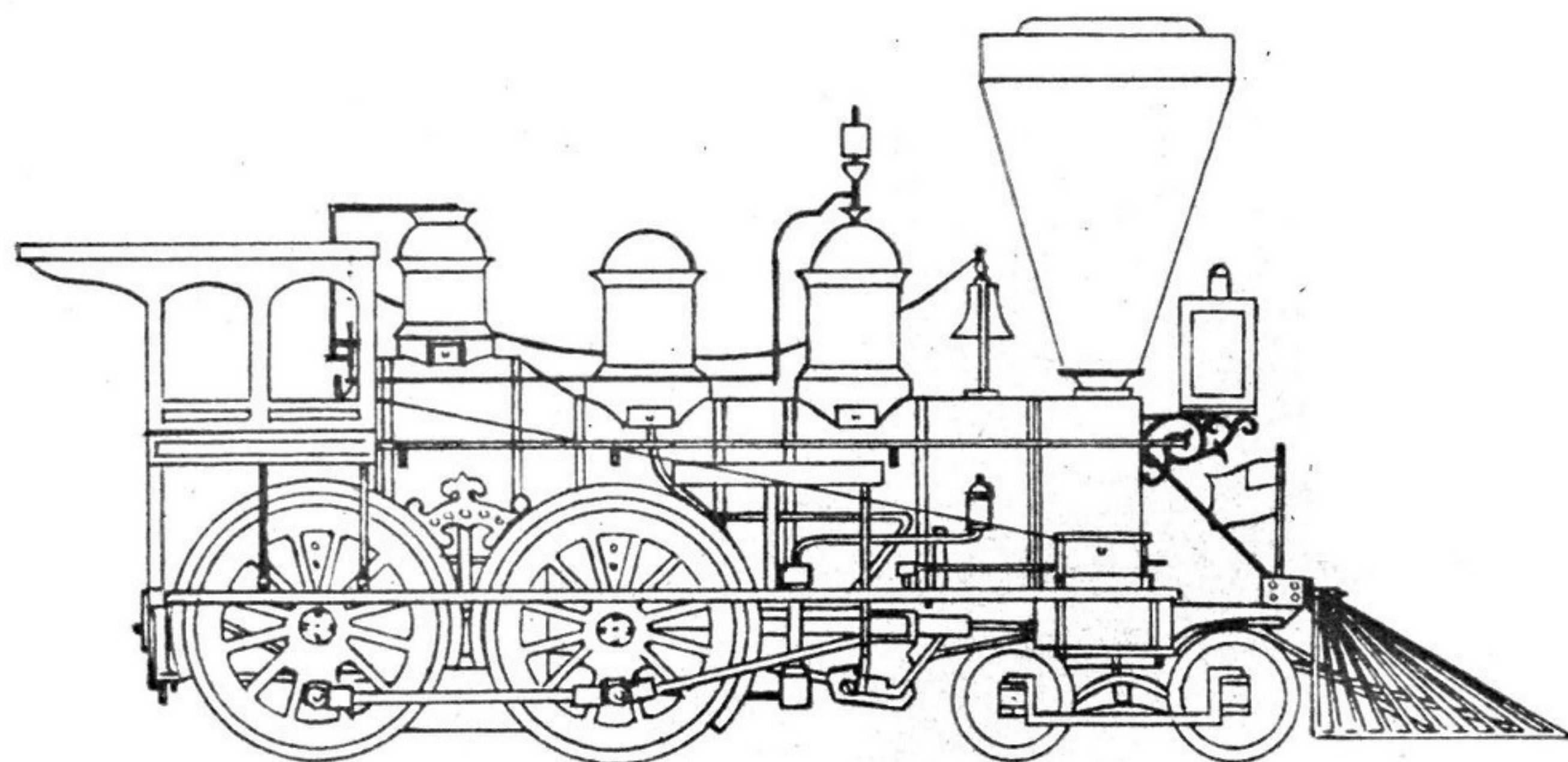




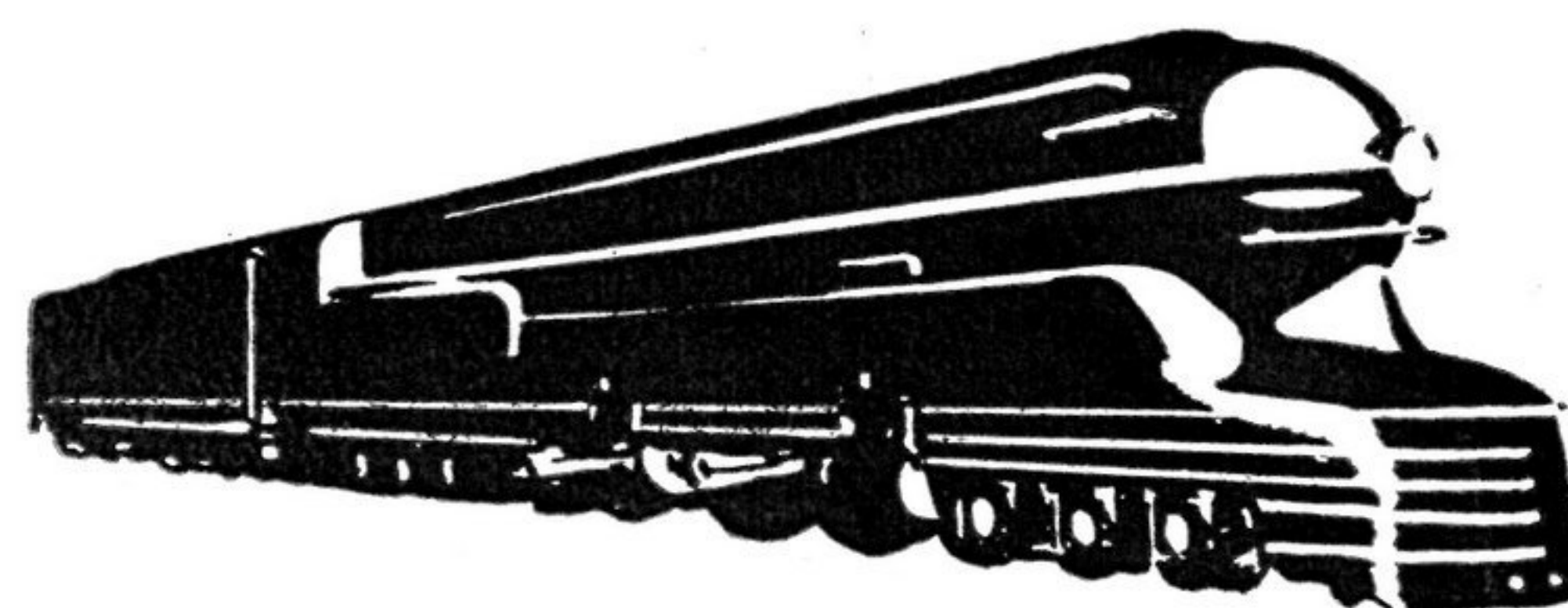


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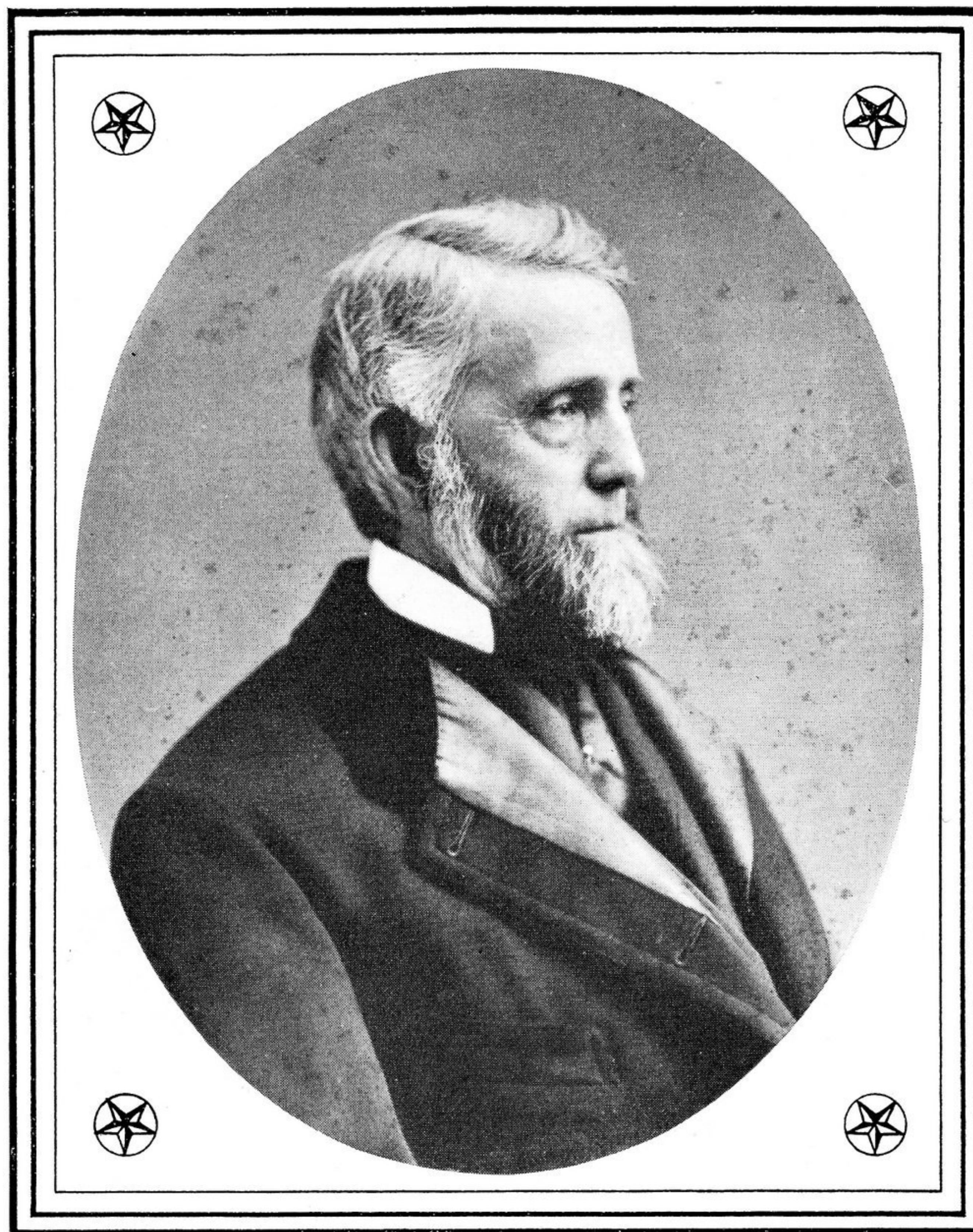
1848 ☆ 100 YEARS OF PROGRESS ☆ 1948



PRATT & LETCHWORTH
CASTINGS
CENTENNIAL ISSUE, MAY, 1948
VOL. 6 NO. 2



PRATT & LETCHWORTH Co., Inc., BUFFALO, N. Y.



WILLIAM PRYOR LETCHWORTH
1823-1910

A CENTENNIAL Year is an achievement in itself. We of Pratt & Letchworth do not believe it is time for noisy celebration, nor for self-praise, nor for self congratulation. Instead it is an occasion to look back upon the road already traversed and to look forward to those hills and mountains which forever loom ahead. It is a time to take stock of achievements, experiences and strength and to weigh these against the greater goals worth striving for. In short, a Centennial year is a time to remember the past and to plan for the future.

We recognize there is nothing spectacular in our growth. It is also true that there are many firms who have already passed their Century mark in America and that there are many, many more who are rapidly approaching that same mark.

But, we sometimes wonder, if management and men alike recognize that only in America and in the American Way could such things happen.

The American Way of business consists of relationships between people; American business, in fact, is people. We are oftentimes prone to overlook the intensely humanizing, civilizing role of American Business. For it was in America that business first brought fighting tribes together in the peace of the Market Place; business which built the towns; the cities, the ports; business which fathered all the crafts and industries.

Business is the greatest unifying force in the Country.

William P. Letchworth, Senior Partner of Pratt & Letchworth, was muchly interested in the growth of Buffalo. It is a matter of record in the archives of the city. Justly so Pratt & Letchworth has always been proud to participate in civic affairs, to grow with Buffalo and to assist in Chamber of Commerce undertakings, whenever possible. That is why we are particularly happy in being invited to participate with our good neighbors in the Buffalo Industrial Progress Exposition.



KEITH WILLIAMS
1942-

We are proud indeed to realize that our payroll helps contribute to the operations of Buffalo's great retail establishments. Insofar as possible our own purchases are confined to the industries of the Niagara Frontier and we are happy to number many of our neighbors as good customers.

Bill Saunders of our Sales Department spent a lot of time and did considerable research work in compiling historical facts which were published serially in our house-organ, CASTINGS in 1943. Jimmy Collins of the *Buffalo Evening News* has taken the material and in his own inimitable manner has made a news story that makes interesting reading. All of us are much more interested in the living and knowing that "the best is yet to be".

Of the over 900 employees in our plant 52% have been with the Company for more than five years. 87 have been with the Company for ten years or more. 42 have been here for 15 years or more. 31 have been here for 20 years or more. 46 have been here for 25 years or more. Those 46 whose combined years represent 1448 years of service are pictured on pages 6 and 7. To those 46 men and women we dedicate our Centennial issue.

Just as there is no ideal labor there is no ideal management and we have never made claim to such an exalted state. But there are ideals in labor and there are ideals in management, such as industry, honesty, loyalty, fairness and responsibility. As long as we adhere to these and pursue them as best we can, we will build the futures of America and of the world, our human weaknesses notwithstanding.

Keith Williams

CORPORATE OFFICERS

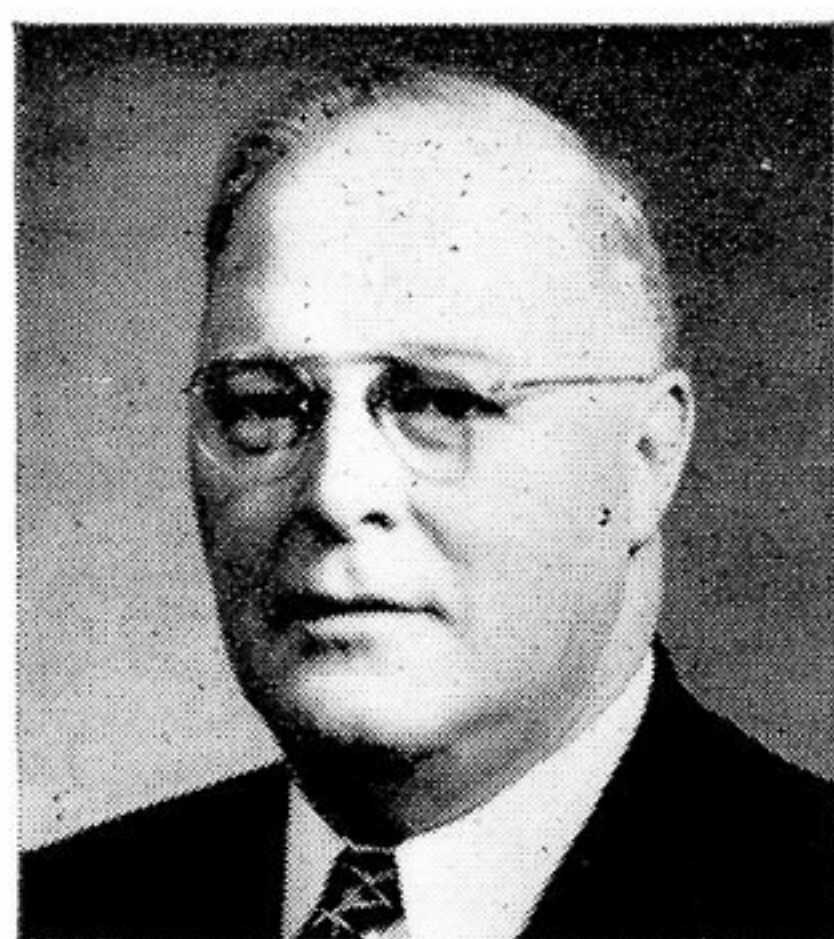
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Chairman of the Board William B. Runyan
President Keith Williams
Vice President Anthony Haswell
Vice President Arthur M. Edwards
Secretary Robert C. Hayward
Assistant Secretary Geoffrey J. Letchworth
Treasurer Ralph J. Fox
Assistant Treasurer Cleon D. Hyde

MEN OF MANAGEMENT

| DEPARTMENT | GENERAL FOREMAN | ASSISTANTS |
|---------------------------------|------------------------------|---|
| <i>Open Hearth</i> | John B. Fleming | W. Robert Ball, Bolton A. Dixner |
| <i>Foundry</i> | Michael J. Connolly | Joseph B. Brown, Robert Carroll, Vitus J. Fiegl, John J. Grzybek, Stanley F. Hadyuka, Adam J. Jasinski, Vincent J. Kotas, Stanley J. Kubiak, Stanley F. Kulaw, Howard C. Link, Edward J. Myszka, George G. Neubauer, Miles K. Stover. |
| <i>Coremaking</i> | Francis J. Macano | Stephen A. Denkle, Francis L. Jenkins |
| <i>Cleaning & Finishing</i> | William P. Quinn | Raymond C. Bruce, Foster B. Gearhart, Robert J. Gill, Benjamin A. Jackson, John J. Regan, Stanley J. Wojcieszak, Edward J. Zunner. |
| <i>Gear Assembly</i> | Harold H. McBride | Francis E. Hollman |
| <i>Forge & Die Shops</i> | Charles A. Arkland | Paul J. Cecchini, John F. Mroczkowski |
| <i>Spring Shop</i> | Joseph H. Mache | |
| <i>Pattern Shop</i> | Robert Somerville | William L. Gearhart, George W. Overs, George E. Wilson. |
| <i>Laboratory</i> | Charles F. Wahl | John G. Di Pasquale, Henry A. Wahl |
| <i>Inspection</i> | Harry G. Cowan | Howard J. Coyle |
| <i>Maintenance</i> | J. Warren Young | Howard H. Bruce, William O. Bruce, Albert T. Gosden, Harry O. Moehlau, Florio C. Razzolini, Ezra E. Shull. |
| <i>Yard & Grounds</i> | John Hynd | |
| <i>General Works</i> | Keith Williams, <i>Pres.</i> | G. J. Letchworth, A. S., George Schwanhauser |
| <i>Sales</i> | Arthur M. Edwards, V. P. | Dennis J. Crowley, Harry L. Foulds, William F. Saunders. |
| <i>Production Control</i> | Walter N. Whitney | |
| <i>Personnel</i> | Alan H. Thompson | Everett E. Bowen, Joseph H. Laffey |
| <i>Safety</i> | Arthur S. Phelps | |
| <i>Hospital</i> | Dr. William H. Handel | |
| <i>Accounting</i> | Cleon D. Hyde, A. T. | Murray M. Knaggs, Ralph W. Tatro |
| <i>Purchasing</i> | Paul J. Houck | Harlow L. Scott |
| <i>Time Study</i> | Joseph A. Molloy | |
| <i>Traffic</i> | Albert J. Sweitzer | James G. Dehlinger |

1448 YEARS OF SERVICE



CHARLES H. ARKLAND
39 Years
Foreman — Die & Drop Forge



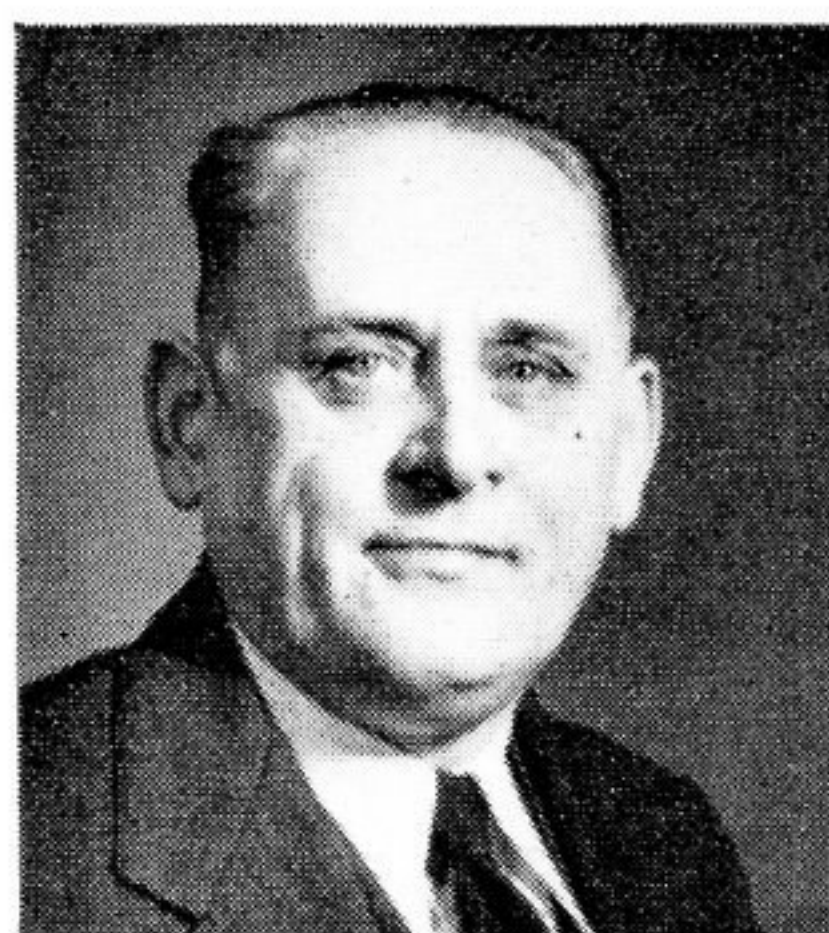
ALBERT BISHOP
25 Years
Heat Crane Operator



AUGUST BLOCK
28 Years
Pattern Vault



ARTHUR M. EDWARDS
40 Years
Vice President — Sales



WALTER FORMAN
36 Years
Inspector



HARRY L. FOULDS
42 Years
Ass't to Vice Pres. — Sales



WILMA E. FOULDS
31 Years
Cashier



KASIMER GICEWICZ
38 Years
Core Maker



MURRAY M. KNAGGS
25 Years
Office



GEOFFREY J. LETCHWORTH
34 Years
Ass't Secretary



FREDERICK LODS
40 Years
Maintenance



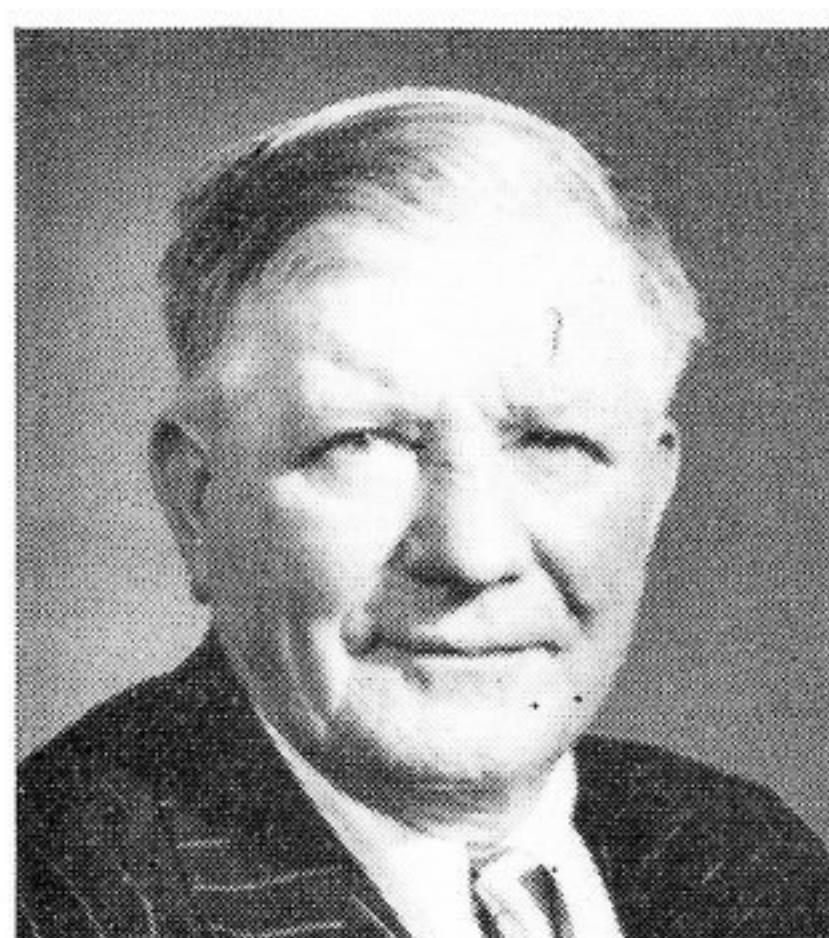
JOSEPH H. MACHE
25 Years
Foreman — Spring Shop



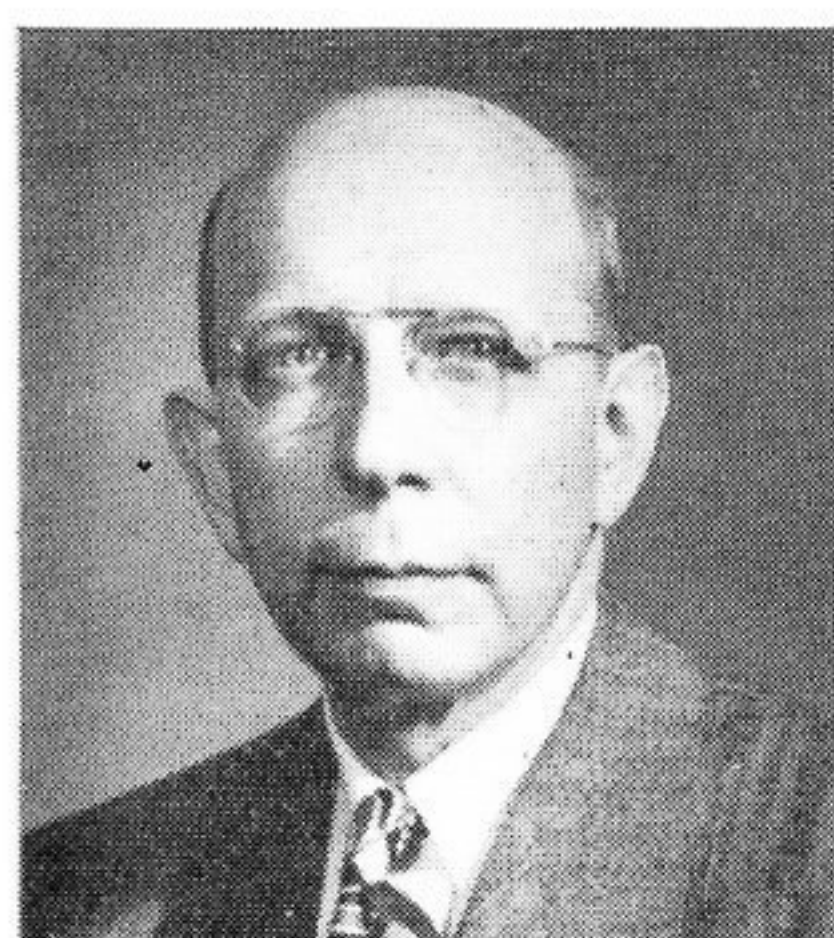
JOSEPH MADEJ
40 Years
Crane Oper. — Open Hearth



KAZIMIERZ OSTROWSKI
25 Years
Bench Molder



ROMAN PASTUSZYNSKI, SR.
26 Years
Floor Molder



ARTHUR S. PHELPS
41 Years
Safety Engineer



FRANK T. REED
26 Years
Foundry Clerk



RUDOLF REHFELD
27 Years
Welder — Steel Finish



RUTH F. TRAUTMAN
31 Years
Sec'y to the President



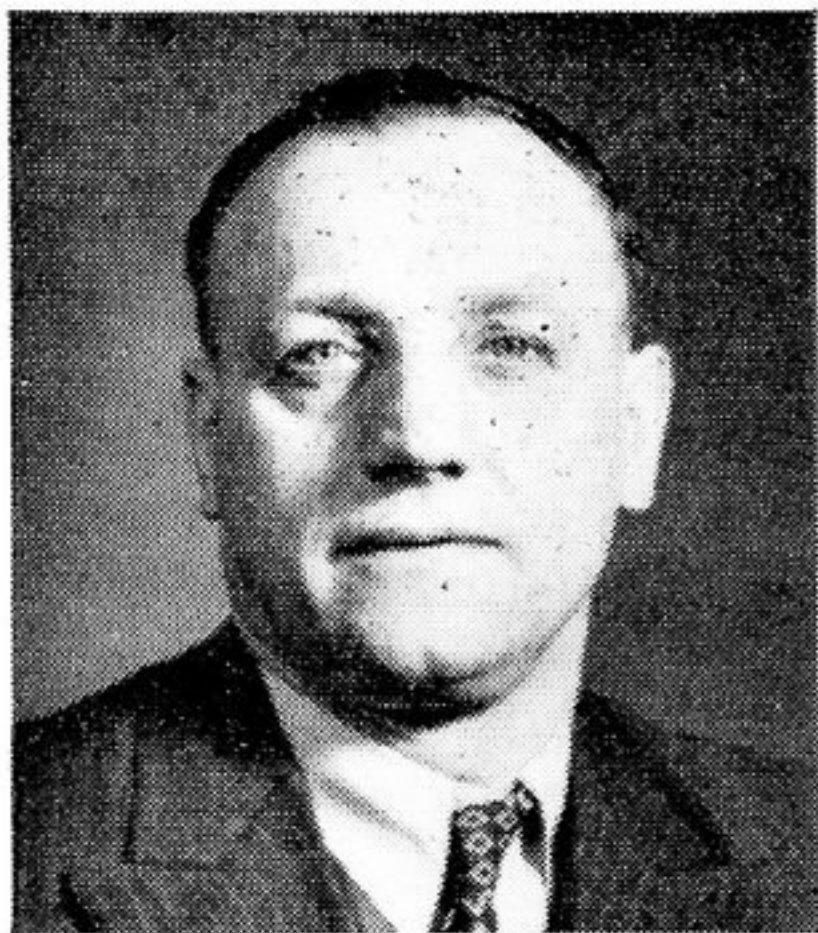
CHARLES F. WAHL
39 Years
Chief Metallurgist



HENRY WAHL
34 Years
Lab. Technician



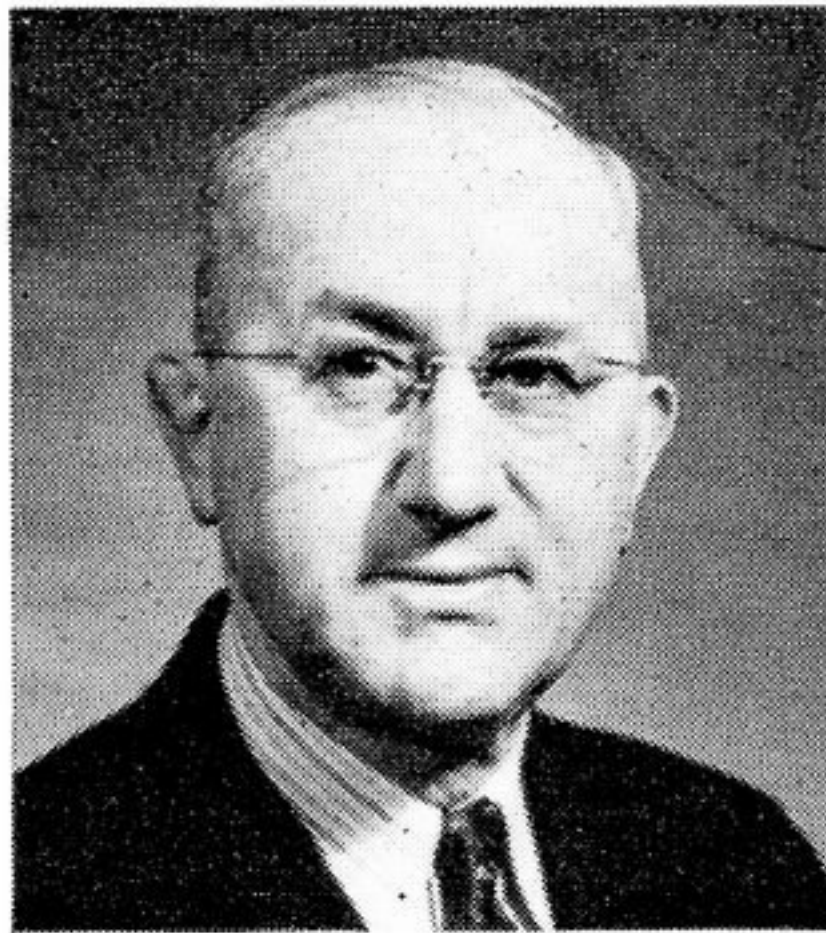
PETER WIKTOROWSKI
28 Years
Fireman



JOSEPH BOJARSKI
27 Years
Press Operator — Steel Fin.



WILLIAM BRUCE
32 Years
Maintenance Foreman



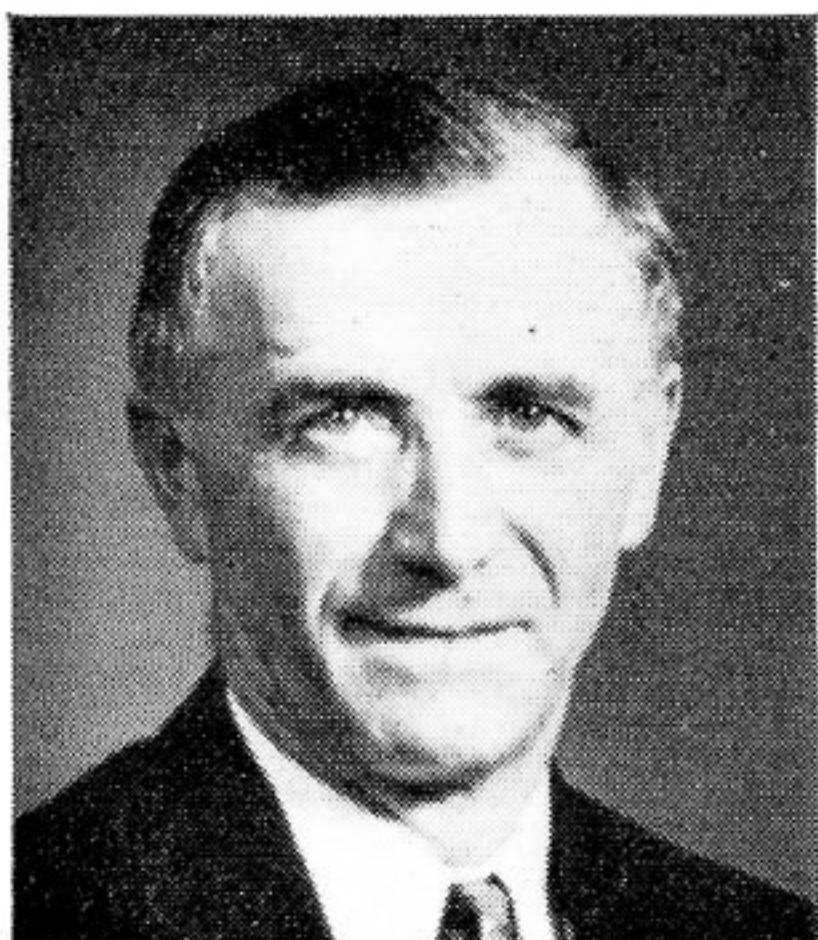
CHARLES COOK
35 Years
Wood Pattern Maker



CHARLES E. DAUSCHER
26 Years
Pay Master



FLORENCE G. DUCLO
36 Years
Telephone Operator



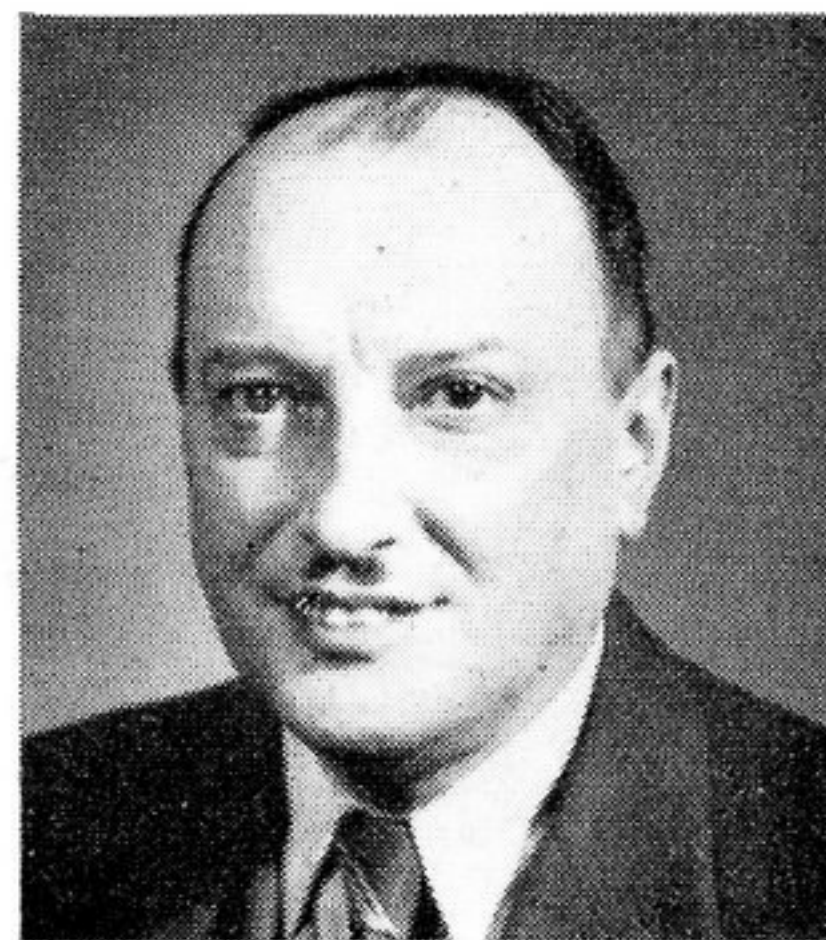
ANTHONY GOLONKA
25 Years
Crane Operator — Foundry



MARTIN GRYTA
35 Years
Green Sand Core Maker



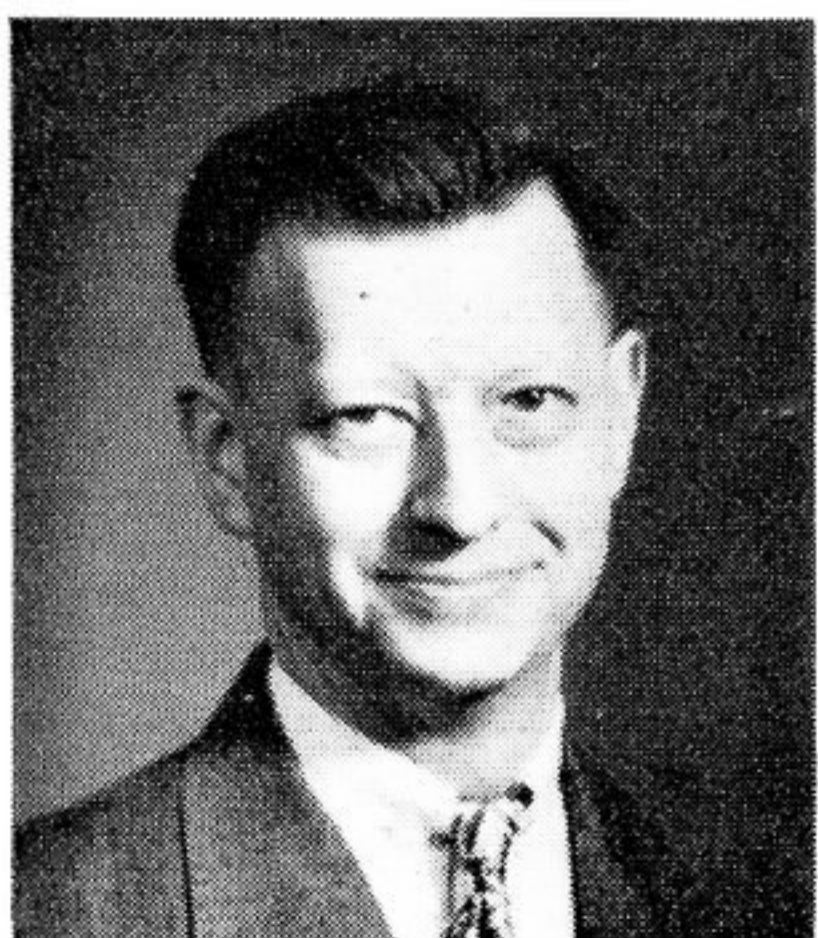
LEO GUZOWSKI
26 Years
Inspector



PAUL J. HOUCK
26 Years
Purchasing Agent



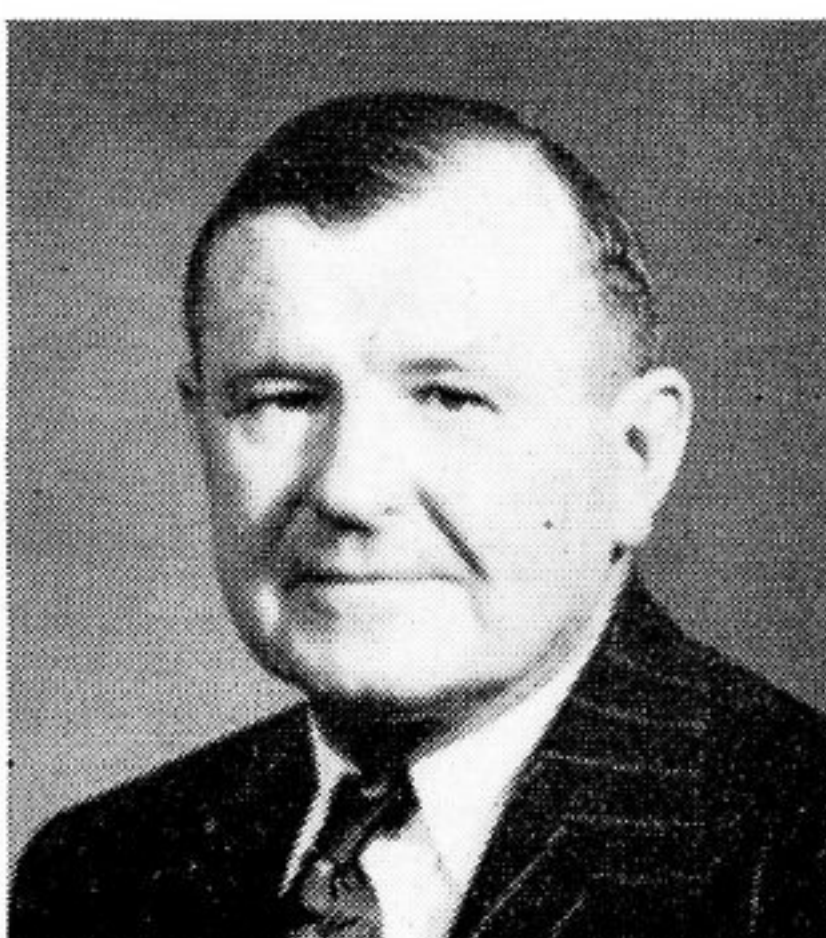
STEPHEN HRYNCZAK
25 Years
Floor Molder



ALBERT MAMMOSER
30 Years
Welder — Steel Finish



FRANK MIZERKIEWICZ
28 Years
Molding Machine Repairman



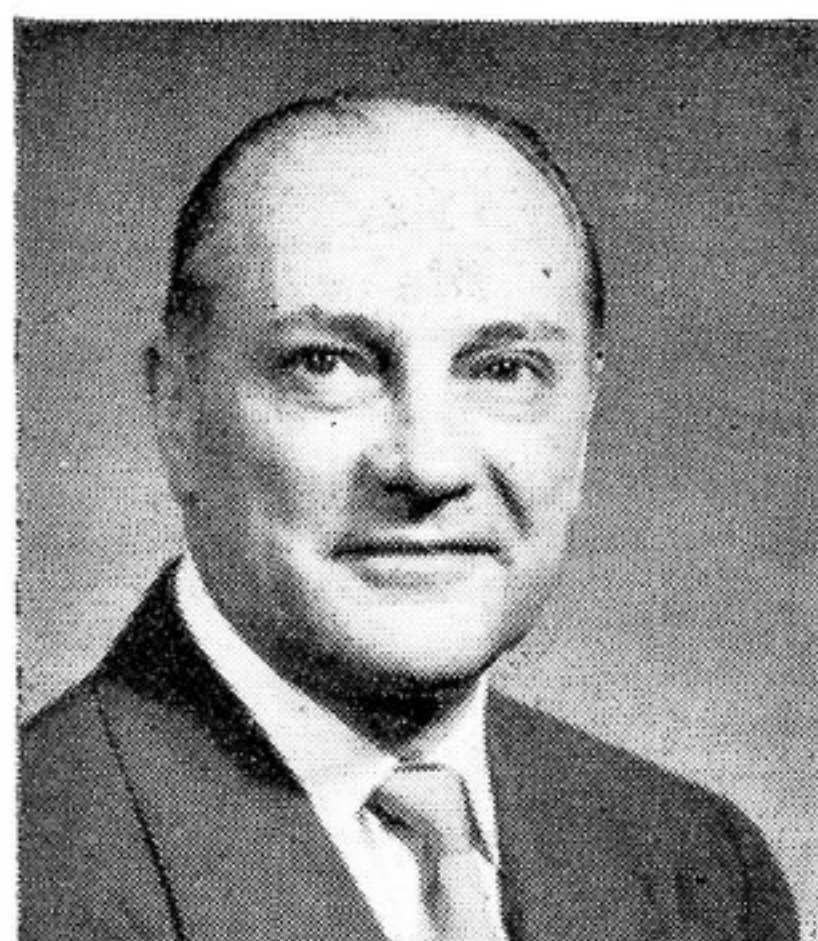
ANDREW MROSZCZAK
30 Years
Heat Crane Operator



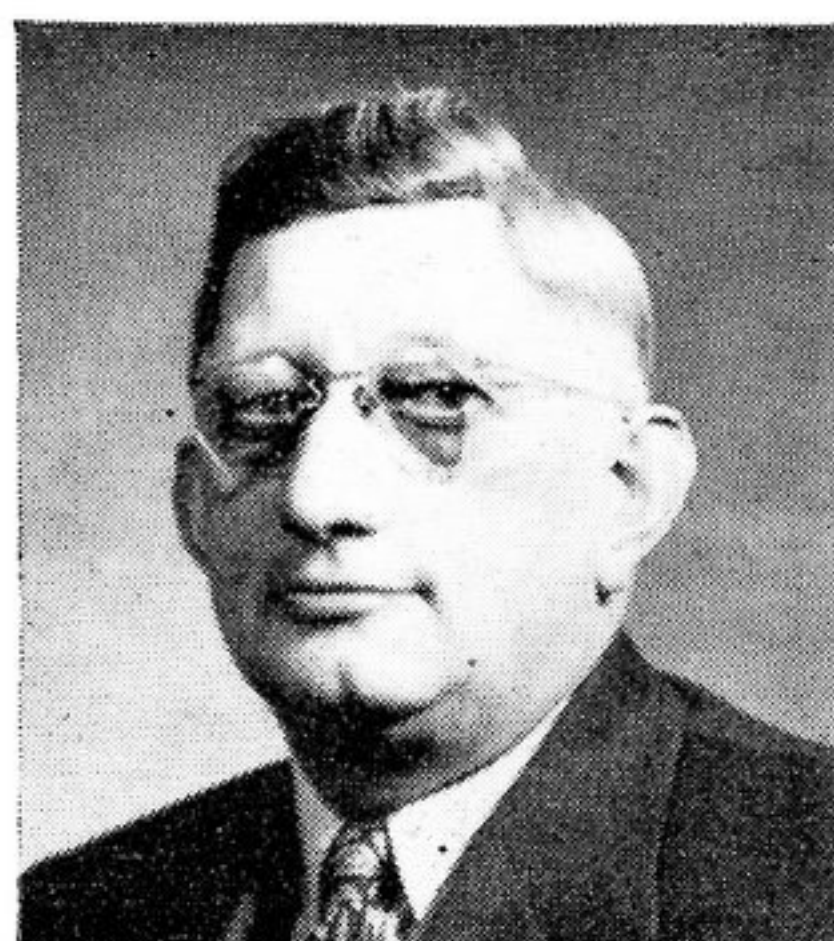
LEONARD NELSON
26 Years
Grinder — Steel Finish



THEODORE OSADCHUK
38 Years
Core Laborer



LEO J. RUPPRECHT
33 Years
Accounts Payable



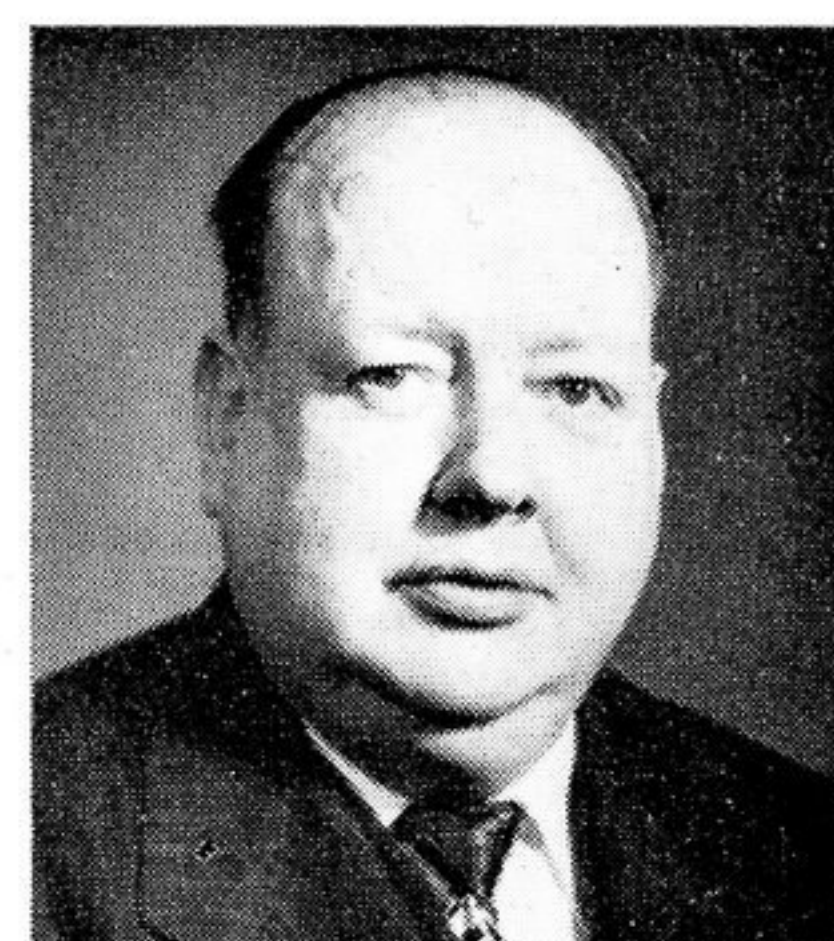
HERBERT J. SCHIFFHAUER
25 Years
Pattern Checker



LEO SLIWA
27 Years
Core Maker



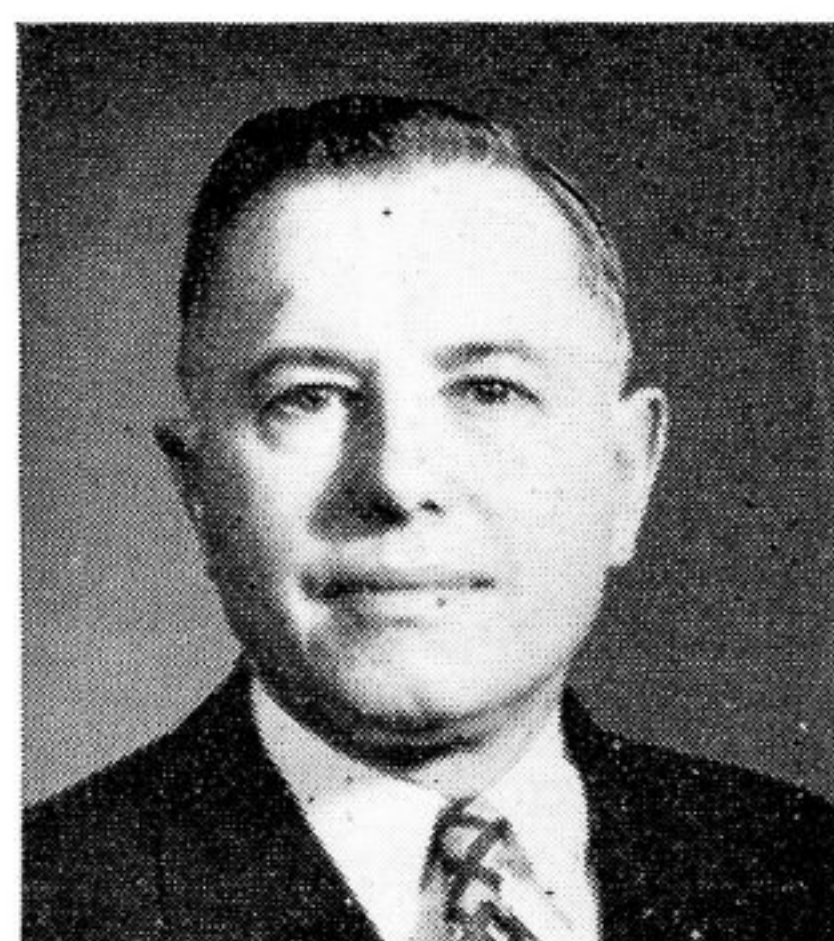
STANLEY STOLAREK
39 Years
Foundry Laborer



ALAN H. THOMPSON
26 Years
Personnel Sup't



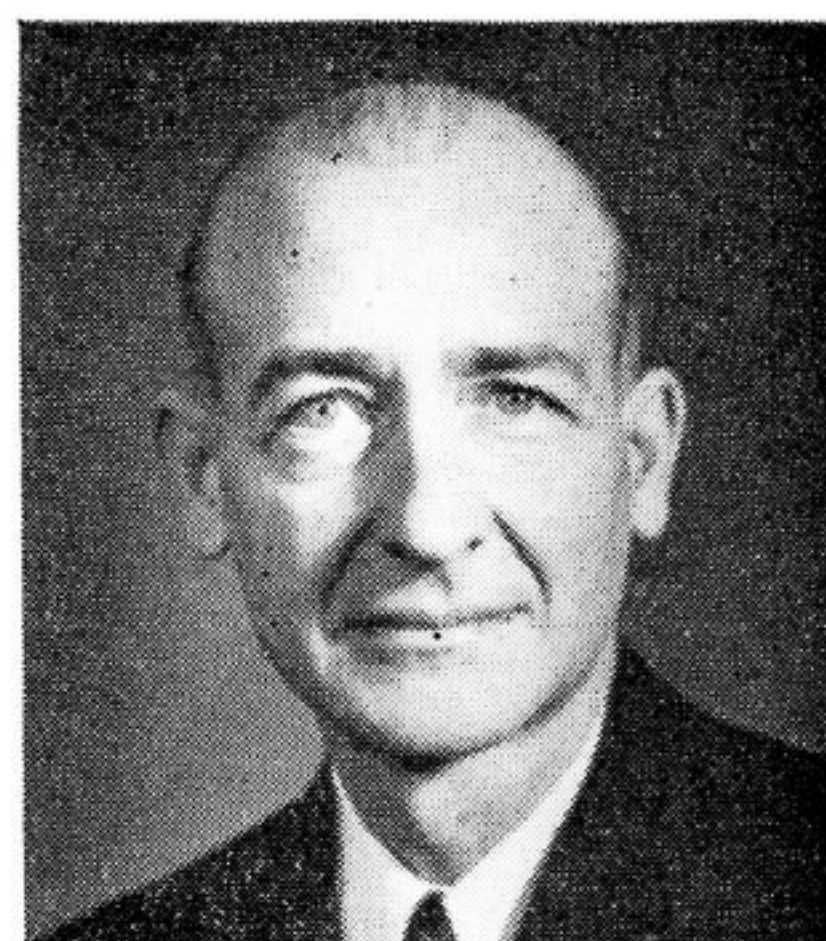
BENJAMIN WITTMAN
38 Years
Chief Pipe Fitter



JOHN WOJCIESZAK
33 Years
Crane Oper. — Gear Assembly



HENRY WERTZ
30 Years
Pattern Shop



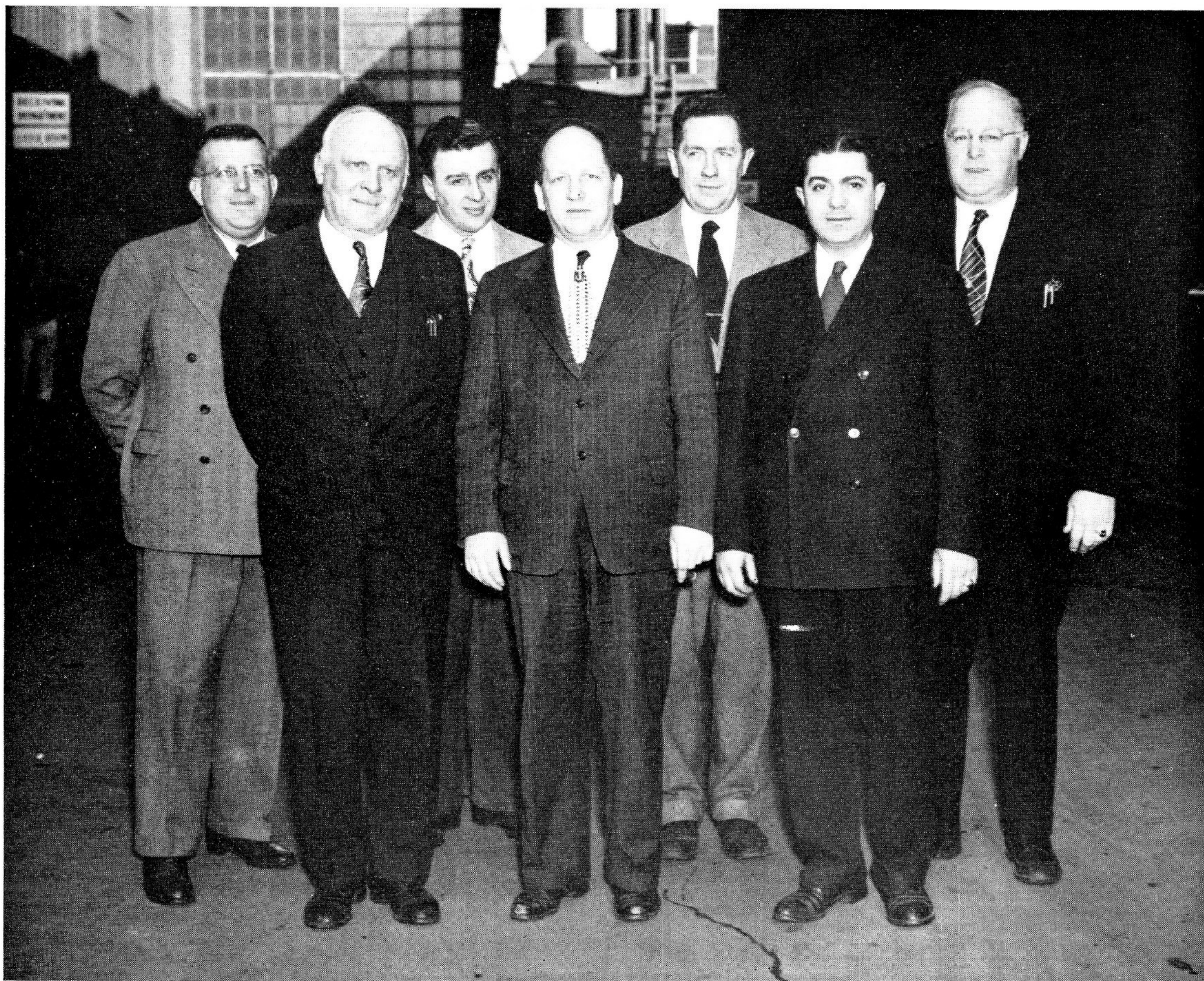
J. WARREN YOUNG
32 Years
Plant Engineer





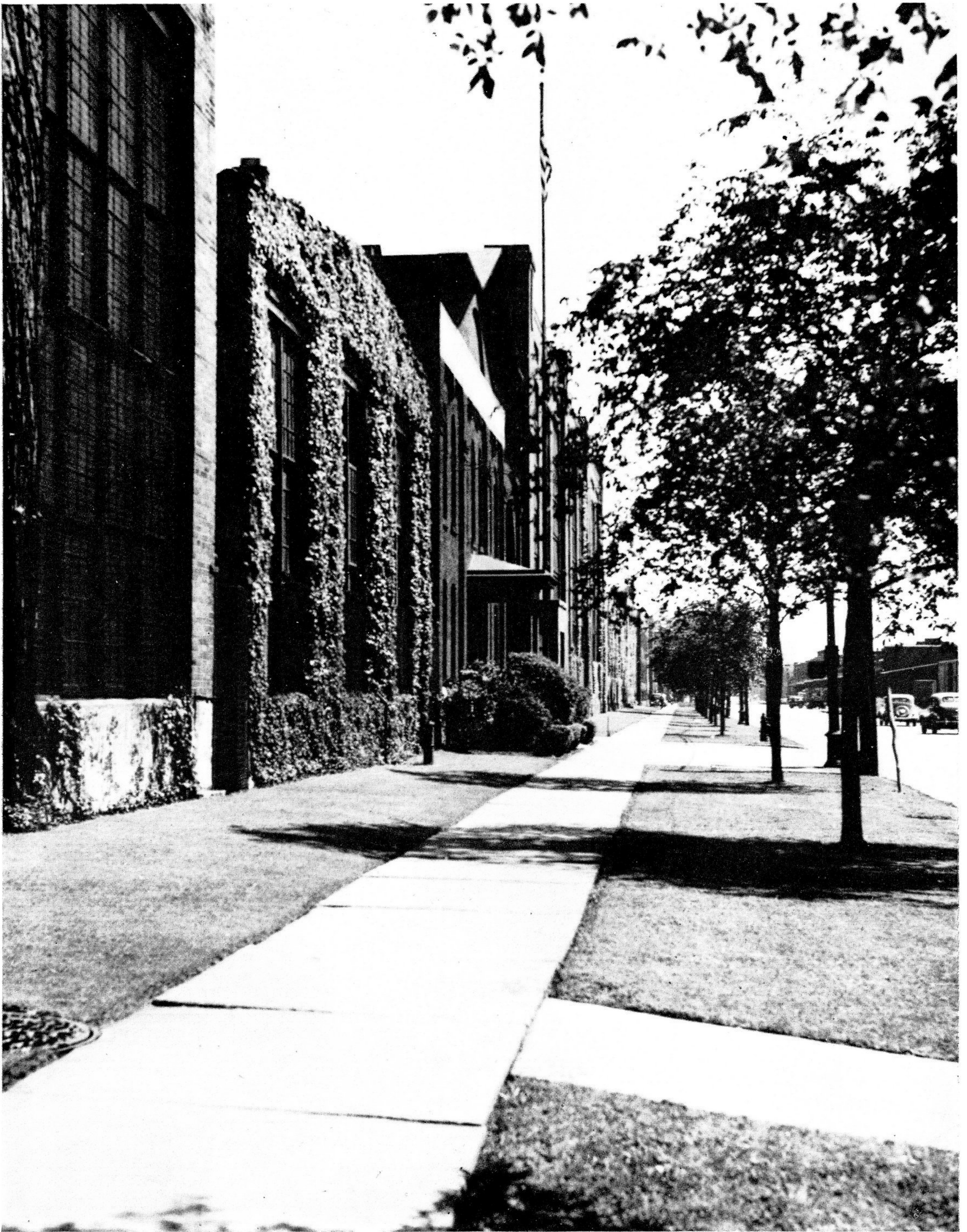
UNITED ELECTRICAL, RADIO AND MACHINE WORKERS OF AMERICA (UE), LOCAL NO. 316

Left to right: Ernest Arnold, Vice President; Daniel Bachman, Chief Steward; Elmer Michel, President; Stephen Jaszka, Joseph Zakrzewski, Secretary; Daniel Harrison, William Schnell.



THE 1848 CLUB affiliated with THE NATIONAL ASSOCIATION OF FOREMEN

Left to right: Benjamin Jackson, Secretary; Joseph Mache, President; Stanley Wojcieszak, Treasurer; Miles Stover, Vice-President; Harry Cowan, Member of Board of Control; Frank Macano, Member of Board of Control; Charles Arkland, Member of Board of Control.

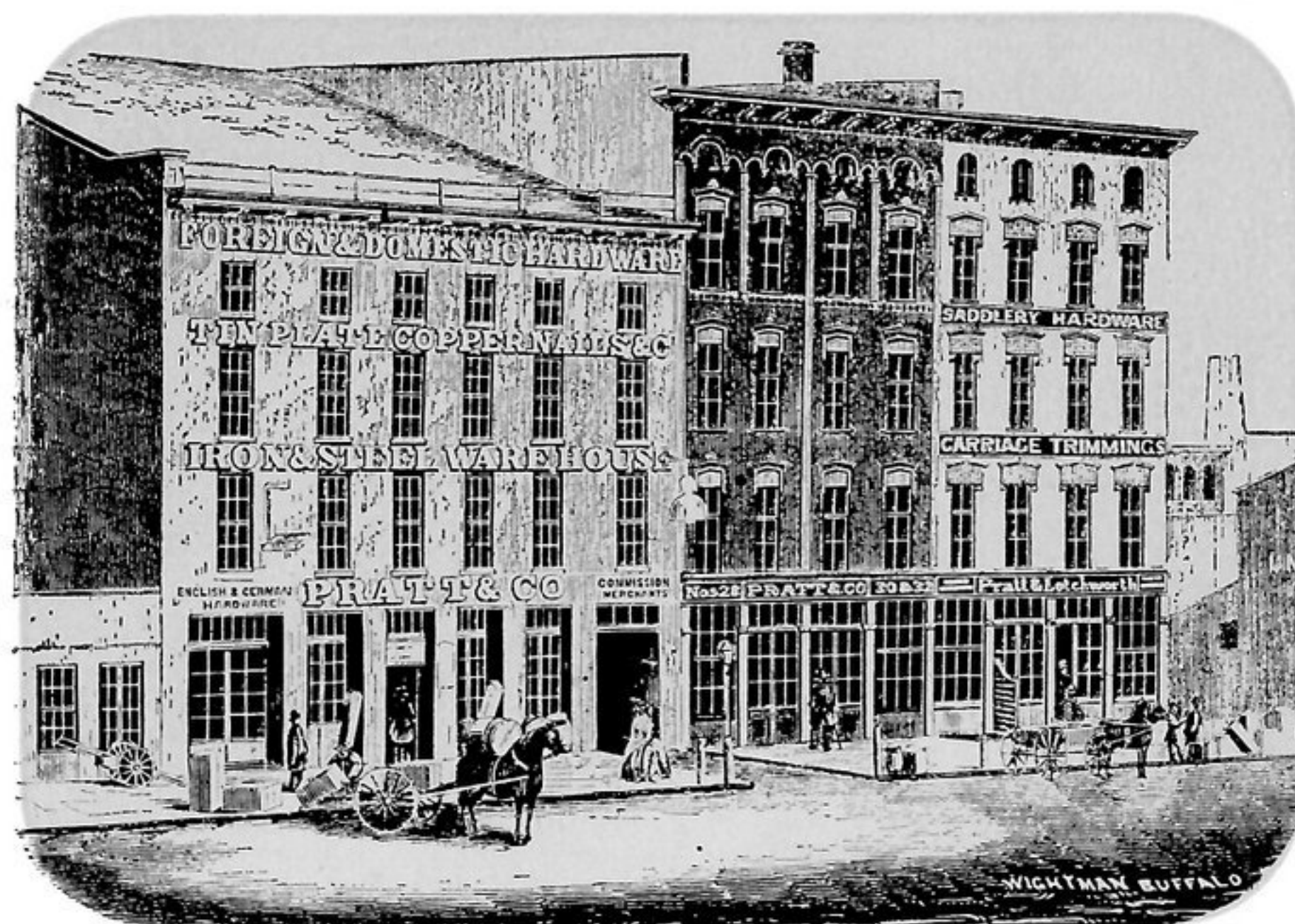


GOOD HOUSEKEEPING STARTS IN FRONT

THE FIRST 100 YEARS

Pratt & Letchworth, Pioneer Casting Manufacturer, Completes Century of Progress; Few Companies Can Match Influence on Industrial Buffalo

by JIMMY COLLINS, Buffalo Evening News



*In 1857 Pratt & Letchworth Was
Located on the Terrace*

One of Buffalo's oldest manufacturing companies, whose influence on the city's industrial growth can be matched by few others, is celebrating its hundredth anniversary. This centenarian is the Pratt & Letchworth Co. Inc.

The company, which claims to have been the first to produce steel castings, is one of the oldest foundries in the United States and still ranks as one of the top producers of castings for railroad equipment.

Since its inception, it has made virtually everything from kites to heavy railroad castings. During this hundred-year span, the company itself or personalities in the original organization have played major parts in the formation or development of other large business enterprises, including the Tonawanda Iron Company, Manufacturers & Traders Trust Company and Beals, McCarthy & Rogers, Inc.

Once Operated U. S. Hame Company

Around the turn of the century the firm operated the U. S. Hame Company, which was the world's largest producer of hames (part of a horse's harness). This company was disposed of by Pratt & Letchworth many years ago but

still is active under the name of Ushco Manufacturing Company. Its plant at 135 Tonawanda Street still claims to be the nation's top hame producer.

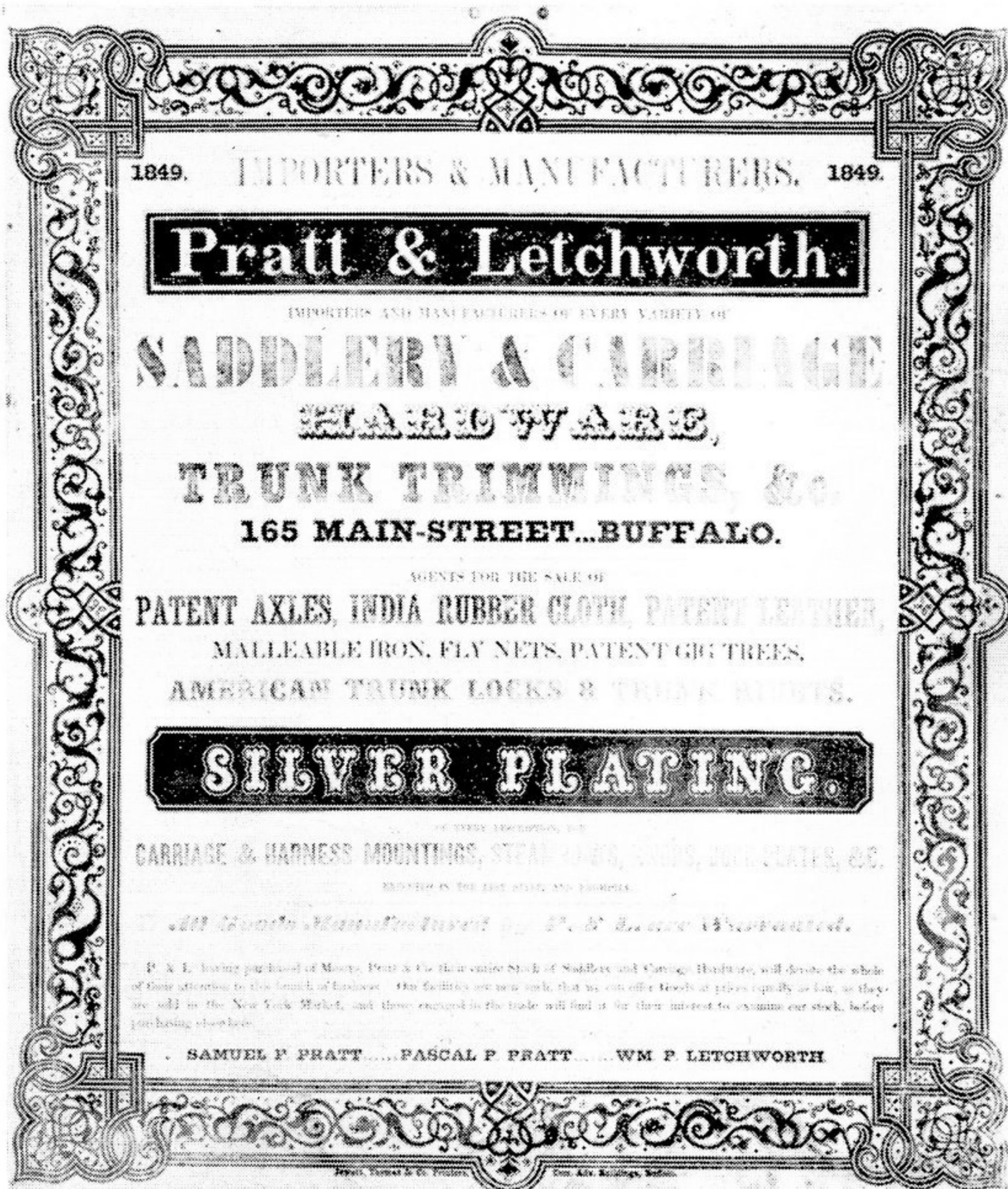
Ushco also makes steel forgings.

One of Pratt & Letchworth's founders also was with Weed & Company, established in 1818, when it was in its infancy.

Pratt & Letchworth Founded in 1848

Pratt & Letchworth was formed in 1848 by Samuel F. Pratt, Pascal P. Pratt and William Pryor Letchworth. The Pratt brothers, along with Edward A. Beals, already operated their own business, then known as Pratt & Company, forerunner of the present Beals, McCarthy & Rogers. They were importers and dealers in hardware and metals. Pascal Pratt conducted wagon trains from New York to Buffalo. That's how he came to meet Mr. Letchworth, a New York businessman, and drew him into the enterprise.

The building that originally housed Pratt & Company and the first offices of Pratt & Letchworth at 44-50 Terrace still is occupied by Beals, McCarthy & Rogers. Pratt & Letchworth kept a store in the building until 1891.



DIVERSITY WAS THE KEYNOTE

Carriage Items First Products

When the Pratt brothers and Mr. Letchworth formed Pratt & Letchworth, Buffalo was a frontier town. The city's population was

crowding fifty thousand. The migration to the West was creating a big demand for such items as saddlery, hames and carriage fixtures. The three partners decided to form a company to make the products rather than bring them in from New York.

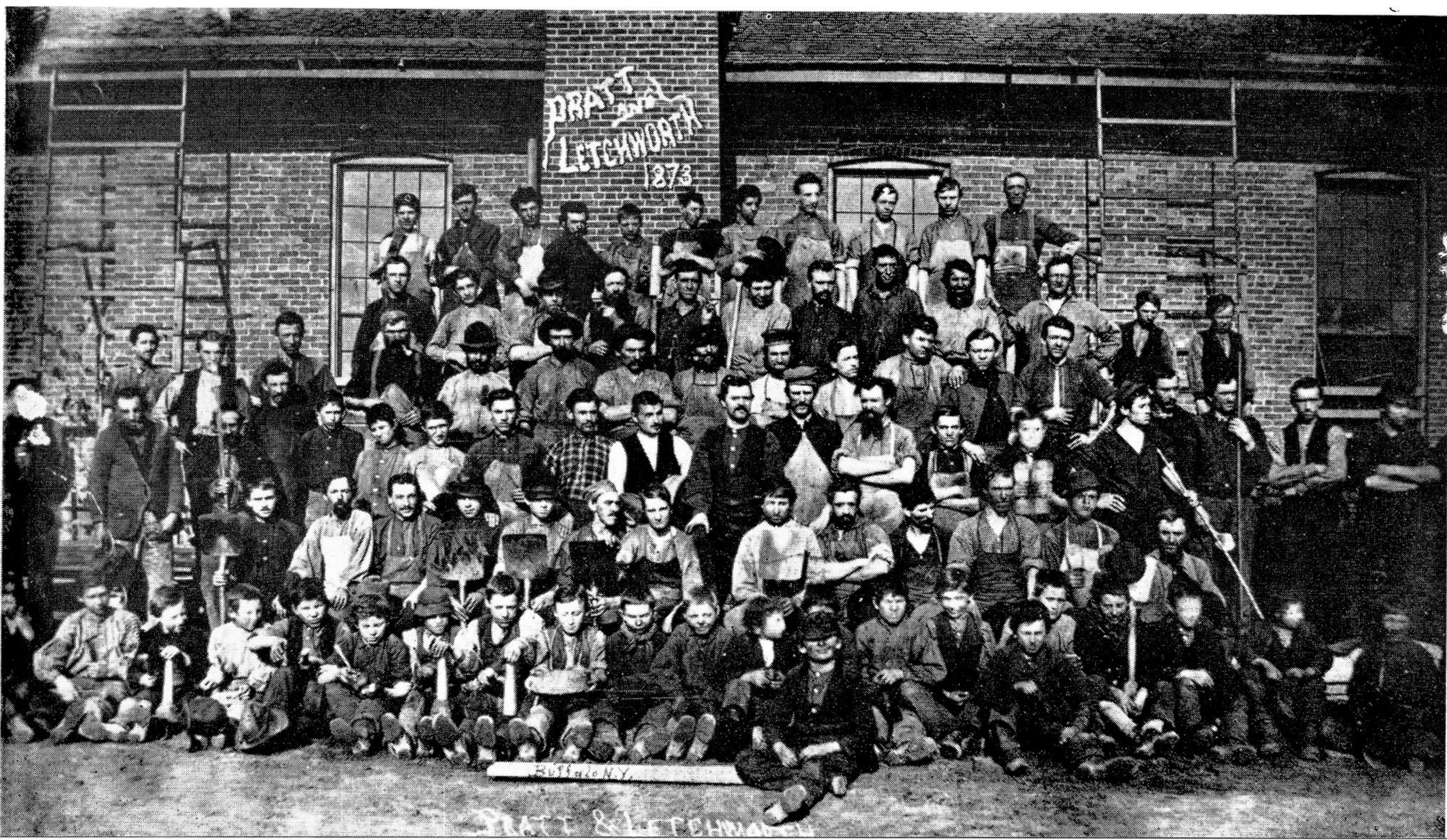
The business of the new firm mushroomed and soon after organization, the partners built an additional shop at 165 Main Street, near the old Erie County Penitentiary. The property is near the Terrace tracks of the New York Central Railroad but the building has been demolished.

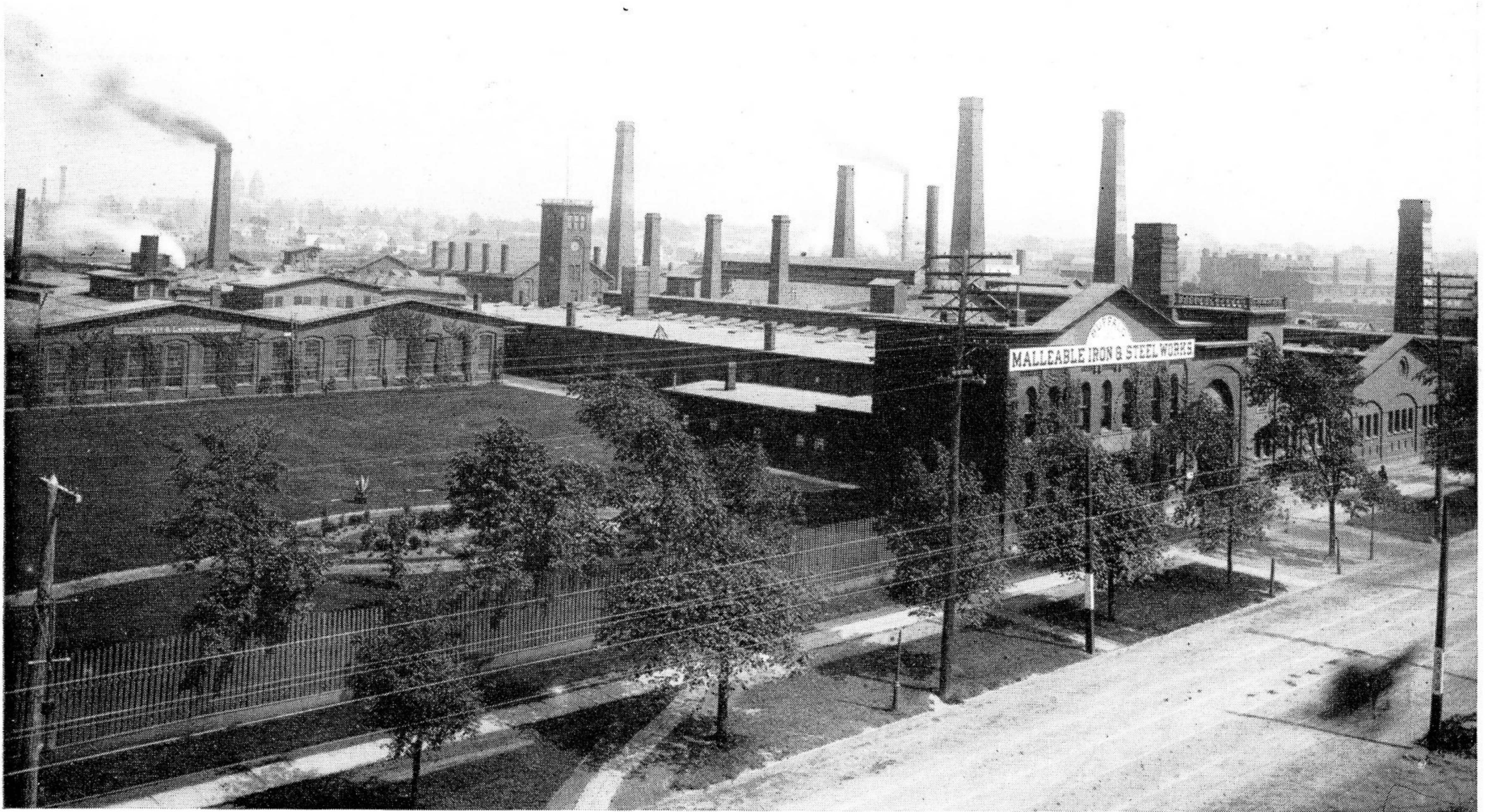
Under an agreement with the County Board of Supervisors, the partners moved manufacturing equipment into the jail and paid prisoners for the work they did. Those prisoners who were in for short terms—and couldn't be expected to become adept—received fifty cents a day. Those whose terms were for more than ninety days were classified as experienced help and received a dollar a day.

Prison Labor Abandoned

This arrangement continued for more than thirty years, but the partners learned that three

SEVENTY-FIVE YEARS AGO





PRATT & LETCHWORTH IN 1900

hundred men in the shop could accomplish more than six hundred in jail and they terminated the prison labor contract. At one time, it employed two hundred and fifty workers in a plant next to the Terrace building in addition to the prison labor.

Long before this—in 1854—operations had been diversified. The company, foreseeing the expanding use of iron and steel, moved into the foundry field, at its present site in Tonawanda Street. The land then was occupied by a building housing the old Buffalo Car Company, builder of railway cars and coaches.

The only rail connection available at the time was the spur track across Tonawanda Street maintained by the Buffalo, Lockport & Rochester Railroad Company, now a part of the New York Central. Canal barges plied Scajquada Creek back of the plant and masted schooners were sailing the Great Lakes.

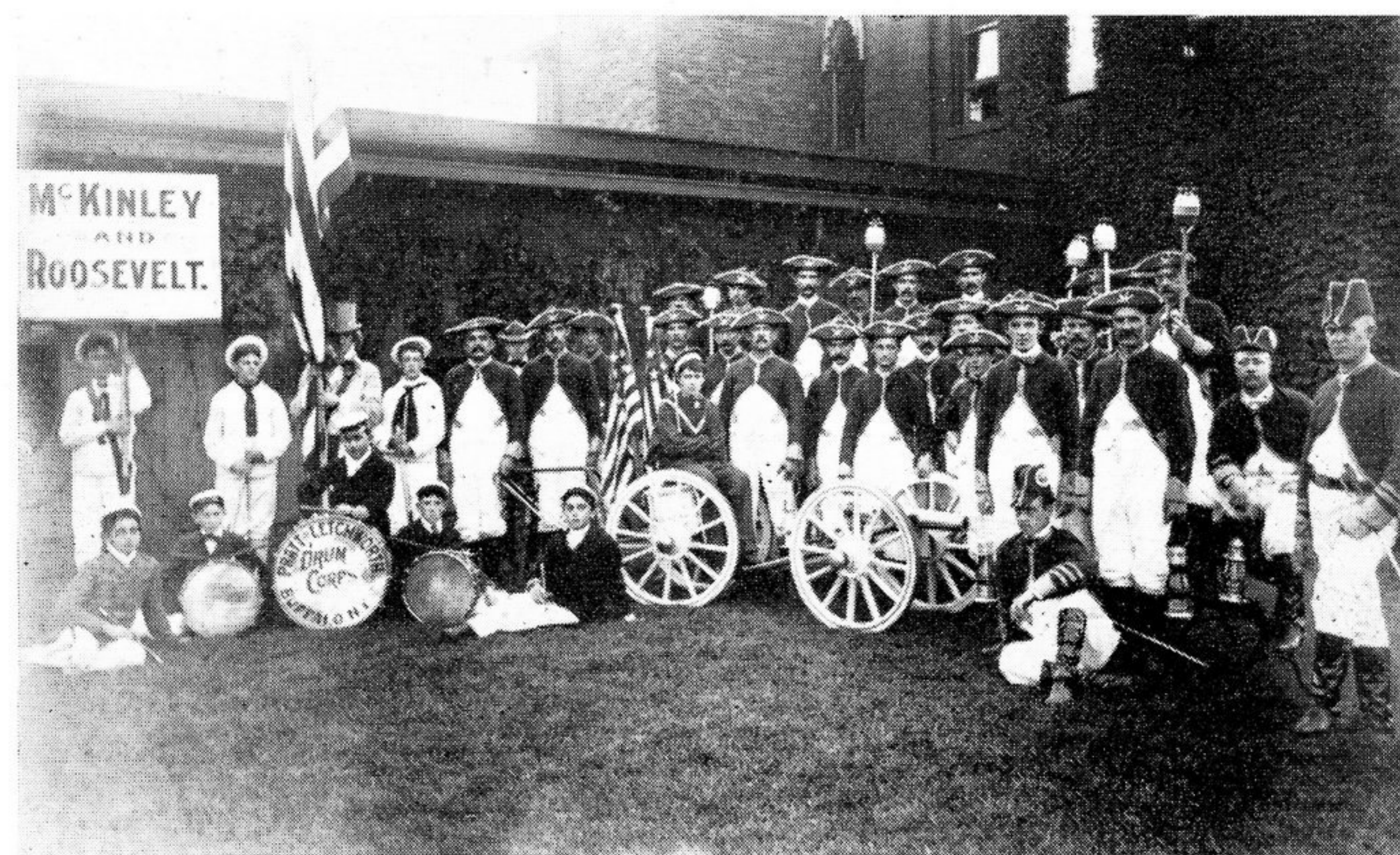
Reconditioned and equipped with new machinery, the Tonawanda Street building was converted into an iron and brass foundry. At

first it was operated by a separate company called the Pratt & Letchworth Manufactory. Its products were shipped to the jail for finishing until the prison labor contract was terminated in 1887.

Introduced Malleable Iron in Buffalo

This foundry was the first in Buffalo to introduce malleable iron on a commercial basis. This gradually replaced cast iron and brass in many of the company's products.

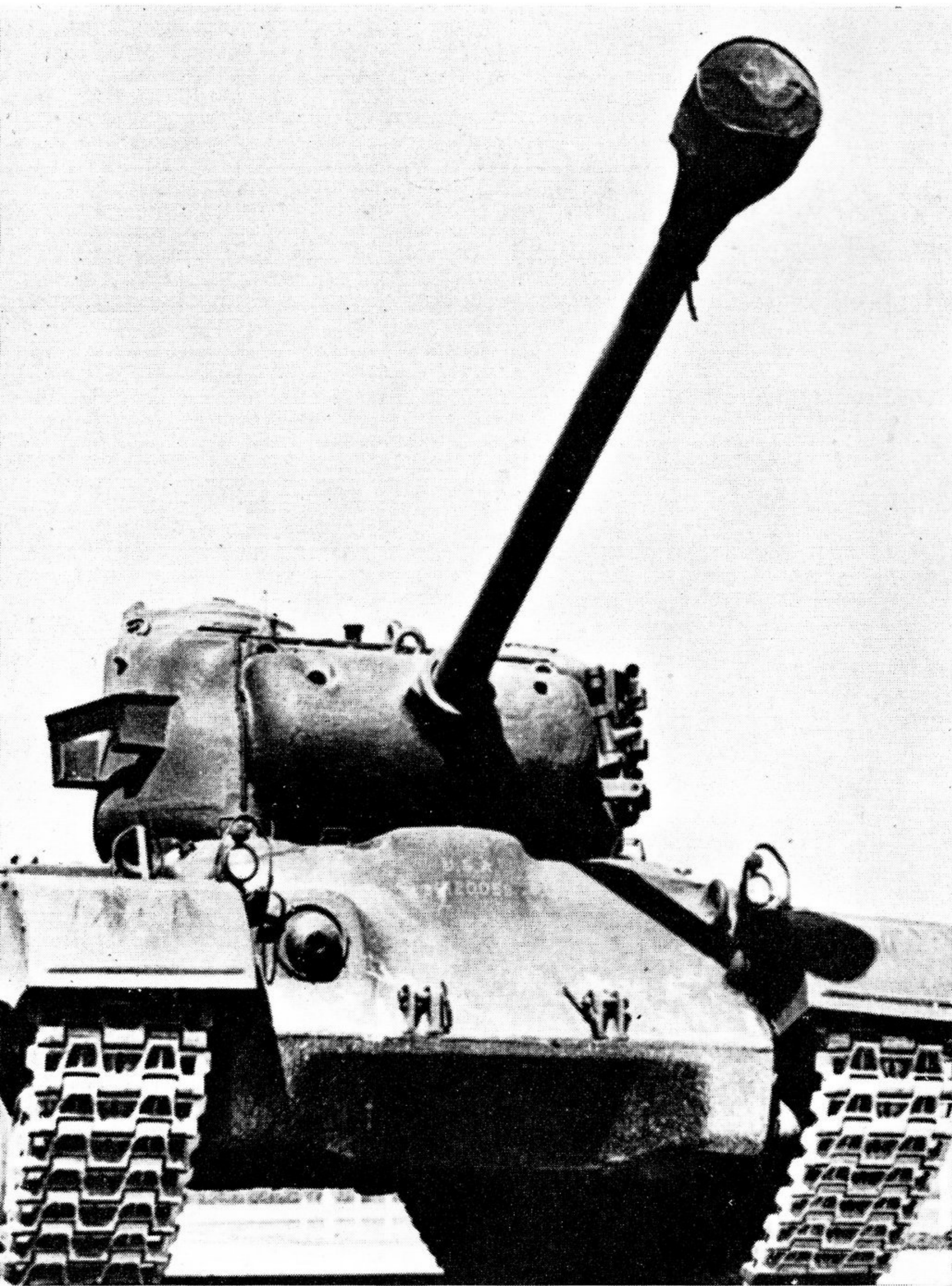
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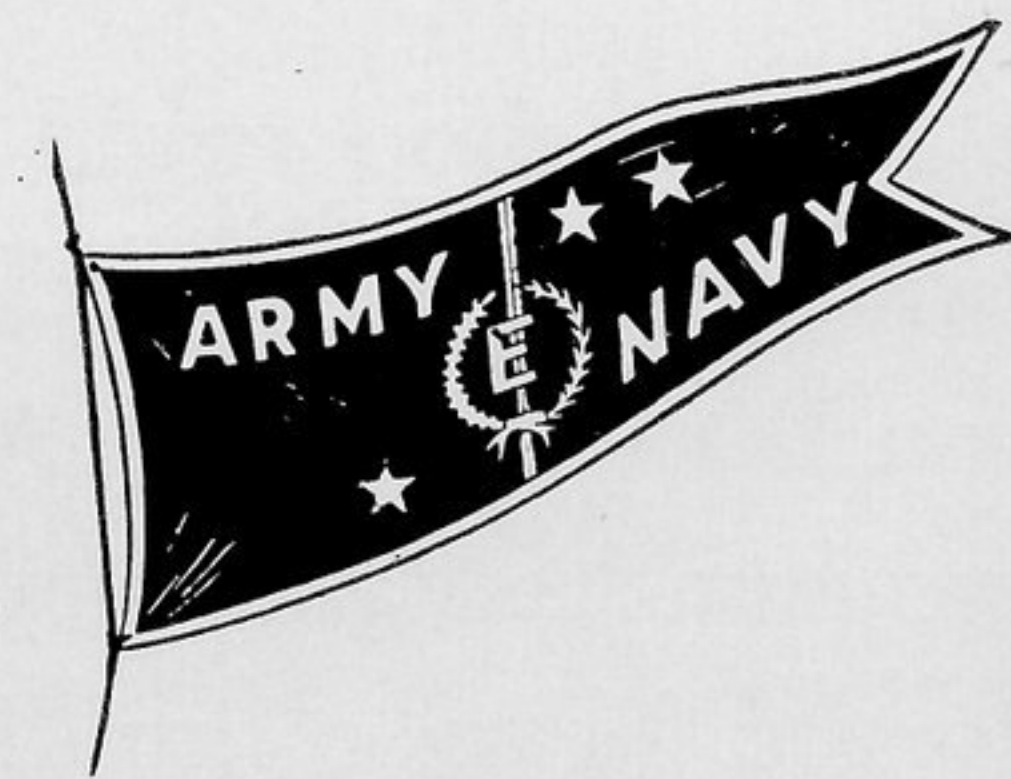
VERY MUCH REPUBLICAN IN THOSE DAYS



THE HALF TRAC — MOST USEFUL



THE GENERAL PERSHING — LAST OF A GREAT LINE



WORLD WAR II

Shortly after Pearl Harbor we were summoned to Washington to attend a conference with other steel foundrymen to discuss Tank Armor. Shortly thereafter we were geared up and making Tank Armor Castings in ever increasing amounts. These pictures show some of the equipment we were proud to help produce. However at no time did we cease our efforts for transportation which was just as much in demand in War as in Peace.

It was a source of gratification to us all to be awarded the Army and Navy "E" in February 1943. Subsequently we were presented three more stars during the War Period.

While War is a horrible thing at best we unquestionably learned three things from it.

First, the value of team-work.

Second, the intense Research necessary brought out new and higher standards of Quality, New and Better Foundry Methods. Third, the necessity for scheduling and planning production.

All of these are reflected in our operations today.

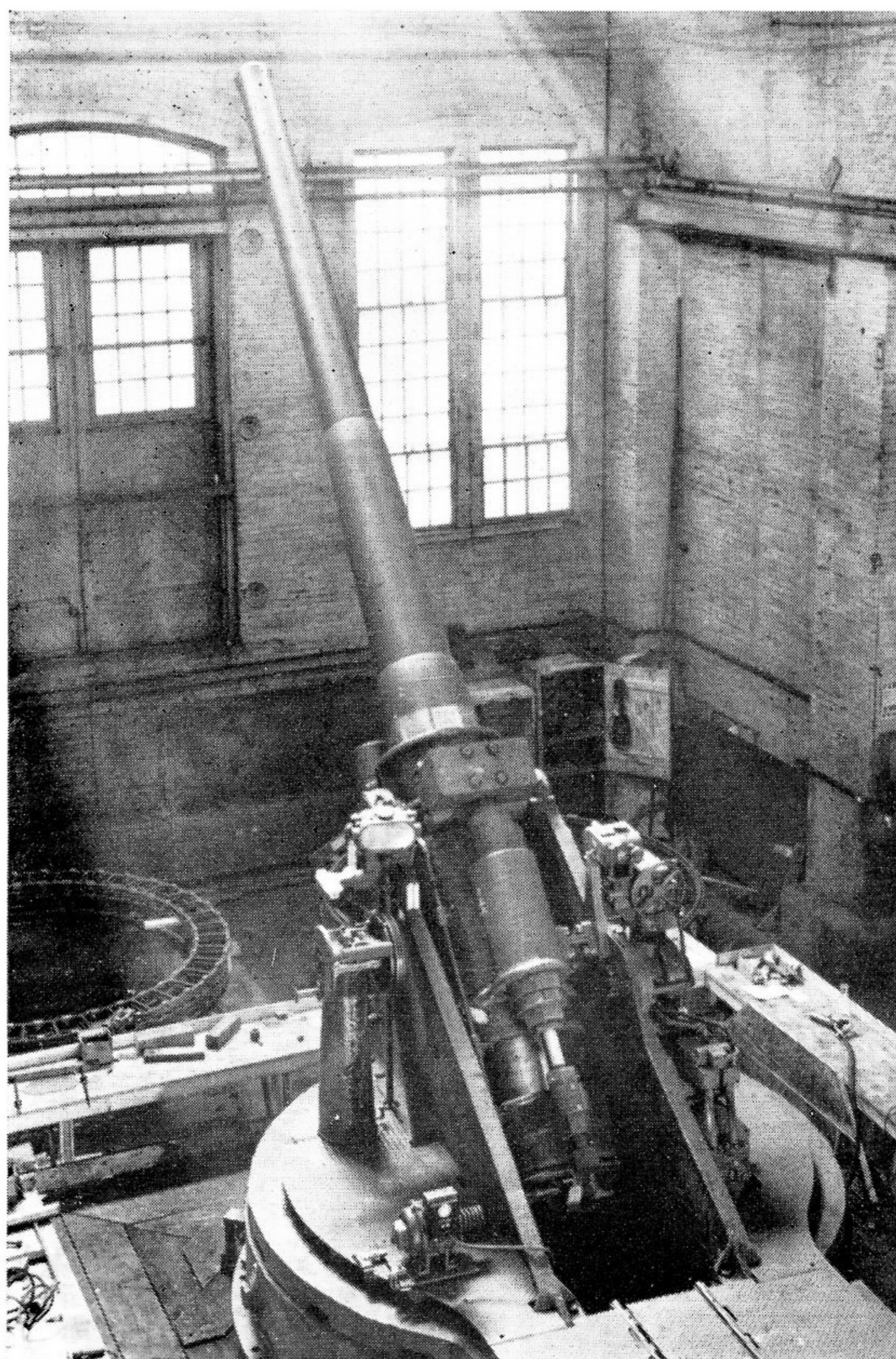
After establishment of the foundry, the Pratt family was connected with Pratt & Letchworth only financially but the Pratt brothers branched out on their own into many fields. Pascal Pratt had become one of Buffalo's prominent businessmen. In 1856 he joined with Bronson C. Rumsey to form the M & T, then known as the Manufacturers & Traders Bank.

A year later, Mr. Pratt acquired the Buffalo Iron & Nail Works between the creek and the Erie Canal, north of Forest Avenue. The shops, which once employed more than five hundred men, have long since terminated operations but the plant foundation still is visible.

Pratt & Letchworth changed the name of its foundry to the Buffalo Malleable Iron Works in 1860. That same year it built another foundry next to the first and called it the Buffalo Steel Company.

Blast Furnace Built in 1864

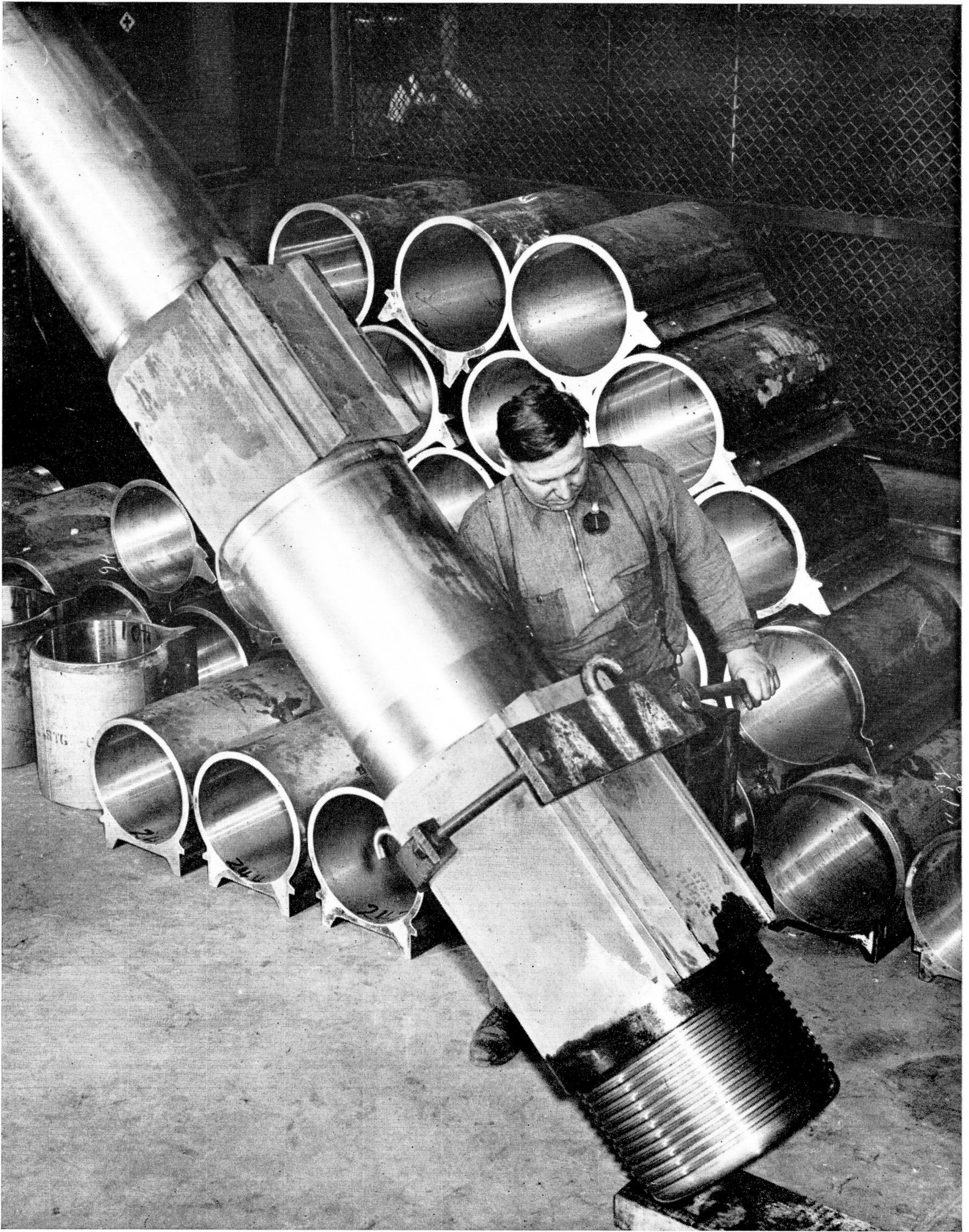
Four years later, Pascal Pratt broadened his activities further and built a blast furnace opposite the foot of Hertel Avenue, between



BARBETTE GUN MOUNTS

GENERAL SHERMAN TANKS





SLEEVES FOR THE EIGHT-INCH HOWITZER — WATERVLIET ARSENAL

Niagara River and the Erie Canal. For many years it was the chief source of pig iron for Buffalo Malleable Iron Works and Buffalo Steel.

Then in 1874, he established another plant and a second blast furnace on the Niagara River in North Tonawanda. This was the forerunner of the present Tonawanda Iron Company owned by the American Radiator & Standard Sanitary Corporation. The blast furnace at the foot of Hertel Avenue was removed many years ago.

Meanwhile, Pratt & Letchworth enterprises were forging ahead. With the opening of the country west of the Mississippi, demand for iron products grew rapidly. Steel was more or less in the process of development.

First in Country to Produce Steel Castings

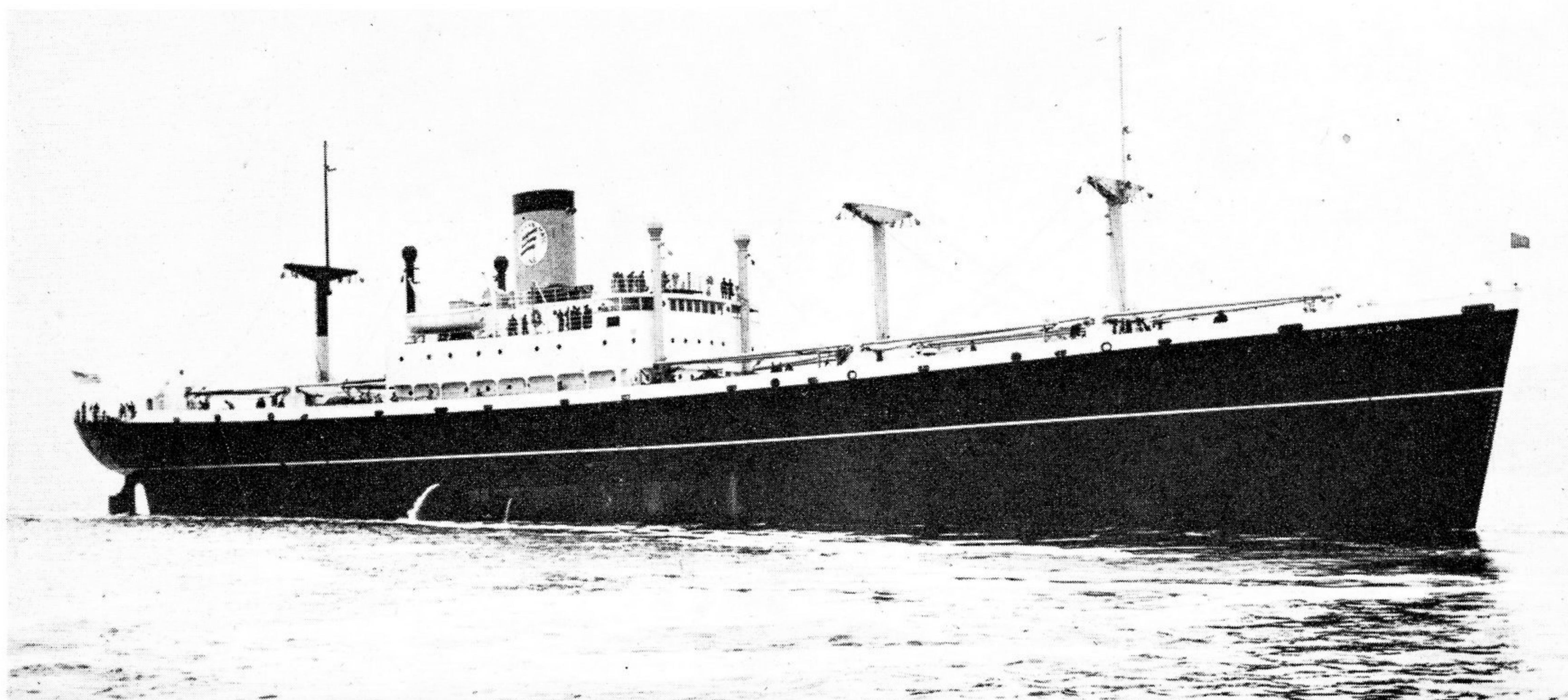
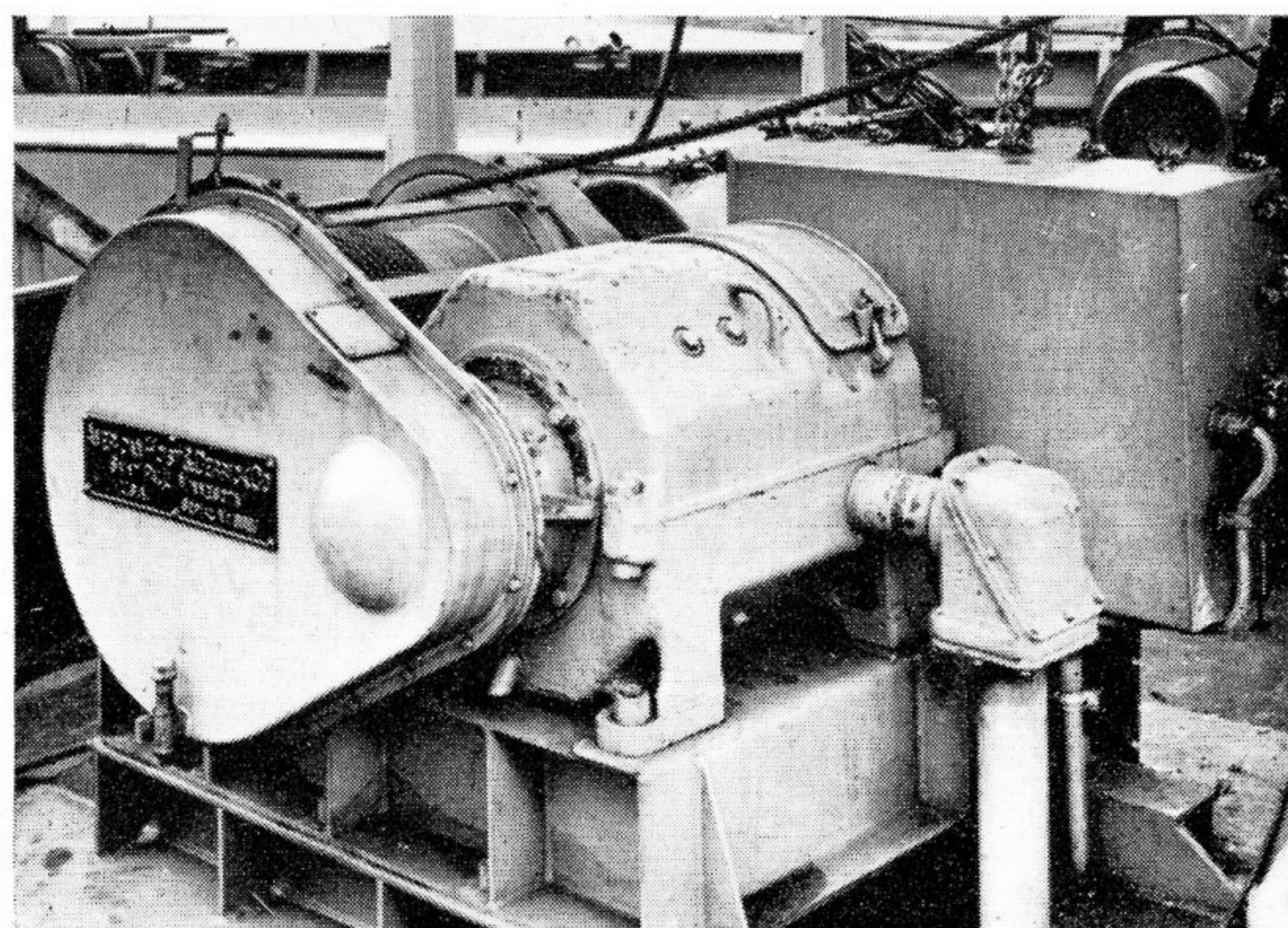
Pratt & Letchworth claims its Buffalo Steel Company was the first in the country to produce steel castings on a commercial basis. This was in 1861. Some of the first castings produced were used in construction of the first steam locomotive built in Buffalo at the David Bell Steam Engine Works on Lock Street at the close of the Civil War.

It produced open-hearth steel in 1876. The fifteen-ton capacity open hearth was the first

THE MERCHANT MARINE RECEIVED ITS QUOTA



AXLE HOUSINGS — A PEACE TIME PROJECT





DURING THE CIVIL WAR WE MADE CASTINGS FOR THE FIRST LOCOMOTIVE BUILT IN BUFFALO

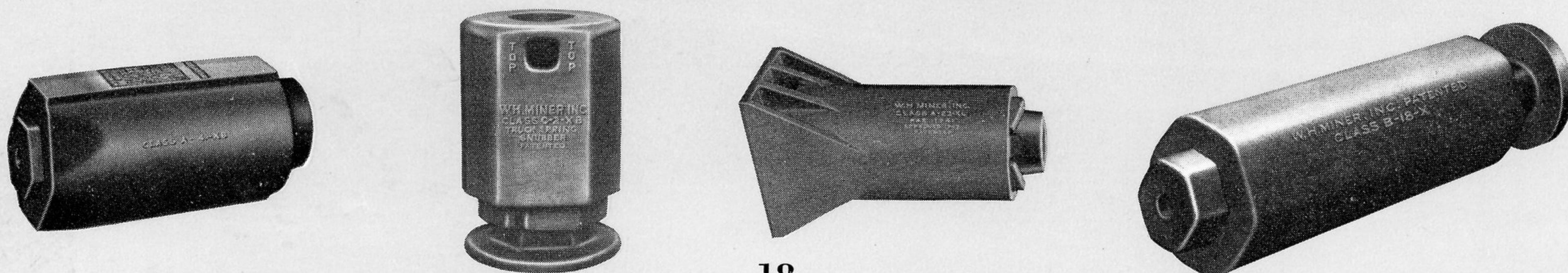
on the Niagara Frontier. The plant now has three twenty-ton open hearths.

William P. Letchworth retired from the business many years after the foundry operations were established in Black Rock. He left the management of the business to his brothers, George, Edward and Josiah. William Letchworth retired to the picturesque spot he named "Glen Iris" on the Genesee River. He deeded

and dedicated this site to the state and it is now known as Letchworth Park. His years in retirement were occupied almost entirely with charitable work.

Samuel Pratt died in 1873. His interest in Pratt & Letchworth was acquired by Josiah Letchworth. In 1885, Pascal Pratt became president of the M & T, a position he held until his death in 1901.

MINER FRICTION DRAFT GEARS FOR FREIGHT, PASSENGER CARS AND LOCOMOTIVES





WE HAVE BEEN MAKING THEM EVER SINCE — DIESELS OR STEAM

Original Partnership Dissolved

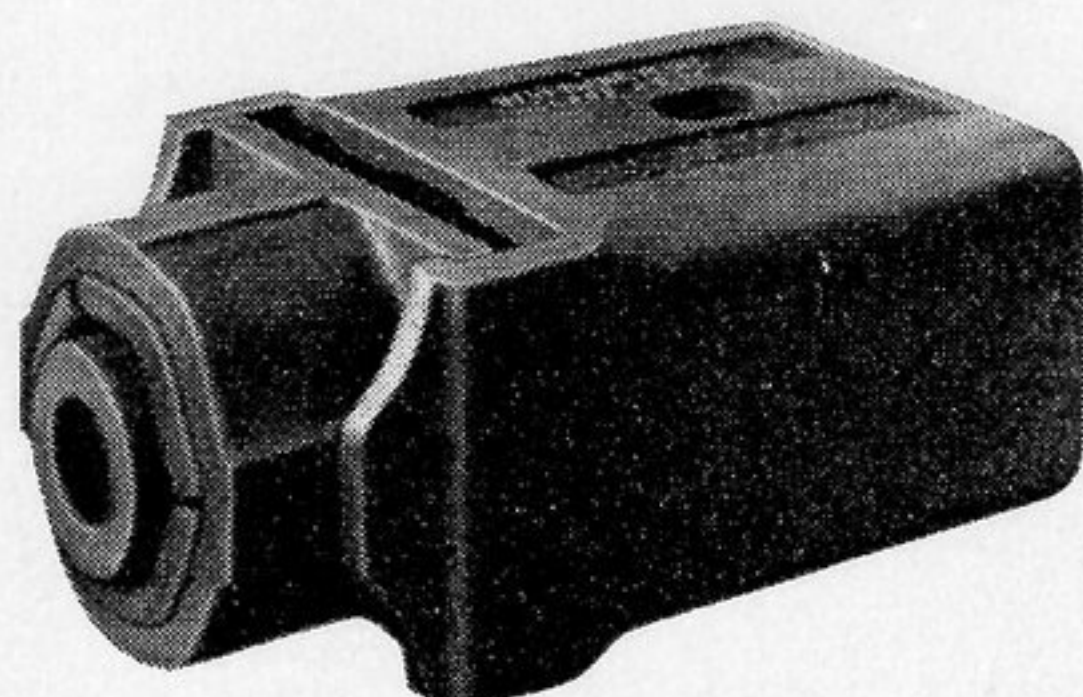
The partnership of the original Pratt & Company was dissolved and the assets were acquired by Mr. Beals, who carried on the business, leading to the present Beals, McCarthy & Rogers.

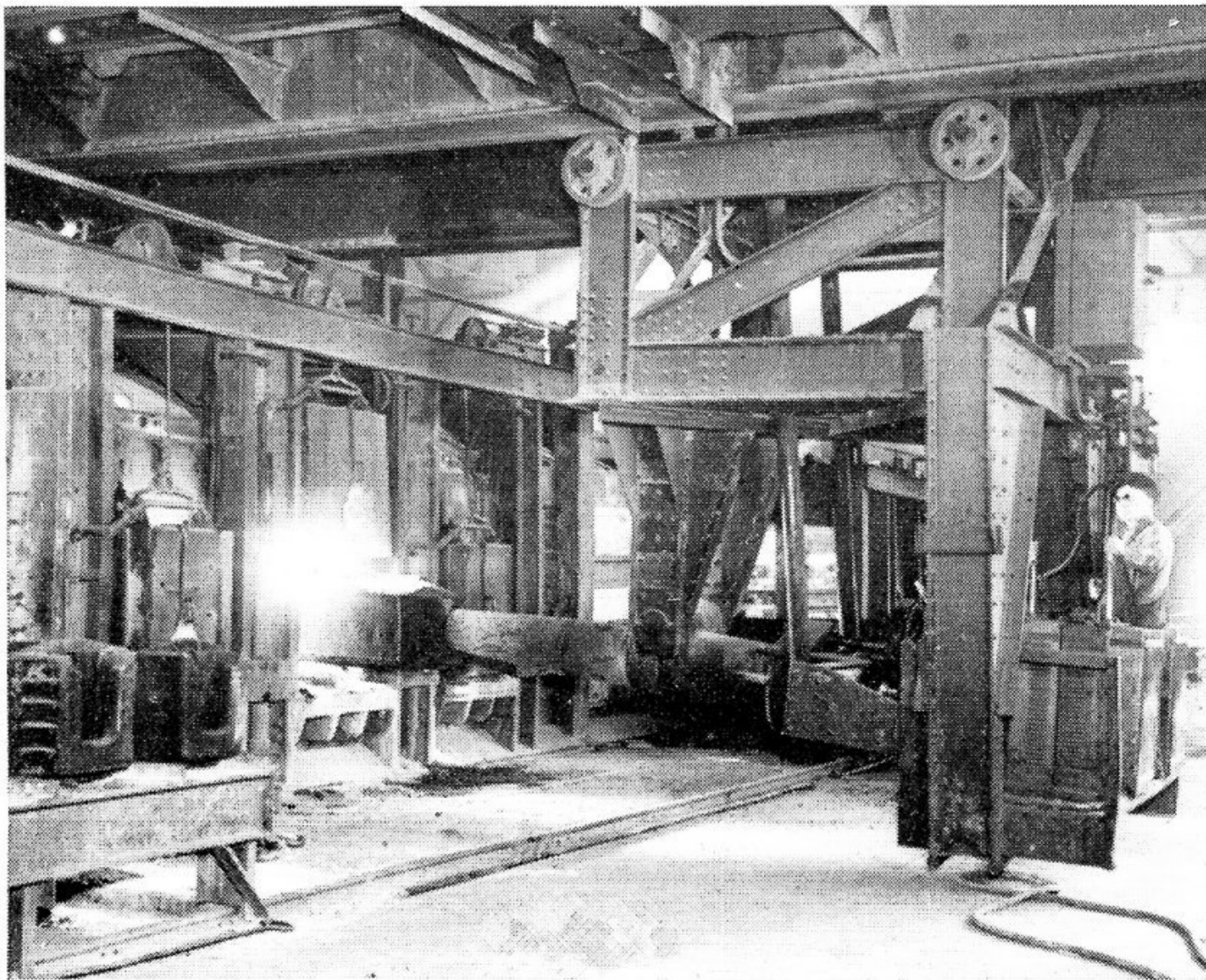
Although its foundry operations were booming, Pratt & Letchworth entered new fields between 1890 and 1894. One new product was a folding kite, made of wood and a waterproof

material. Another was a trouser suspender, a complicated arrangement of elastic straps and buckles, which the company called a "scientific brace." It also made cast toys and miniature figures of animals. Many of these were profitable but soon were discarded.

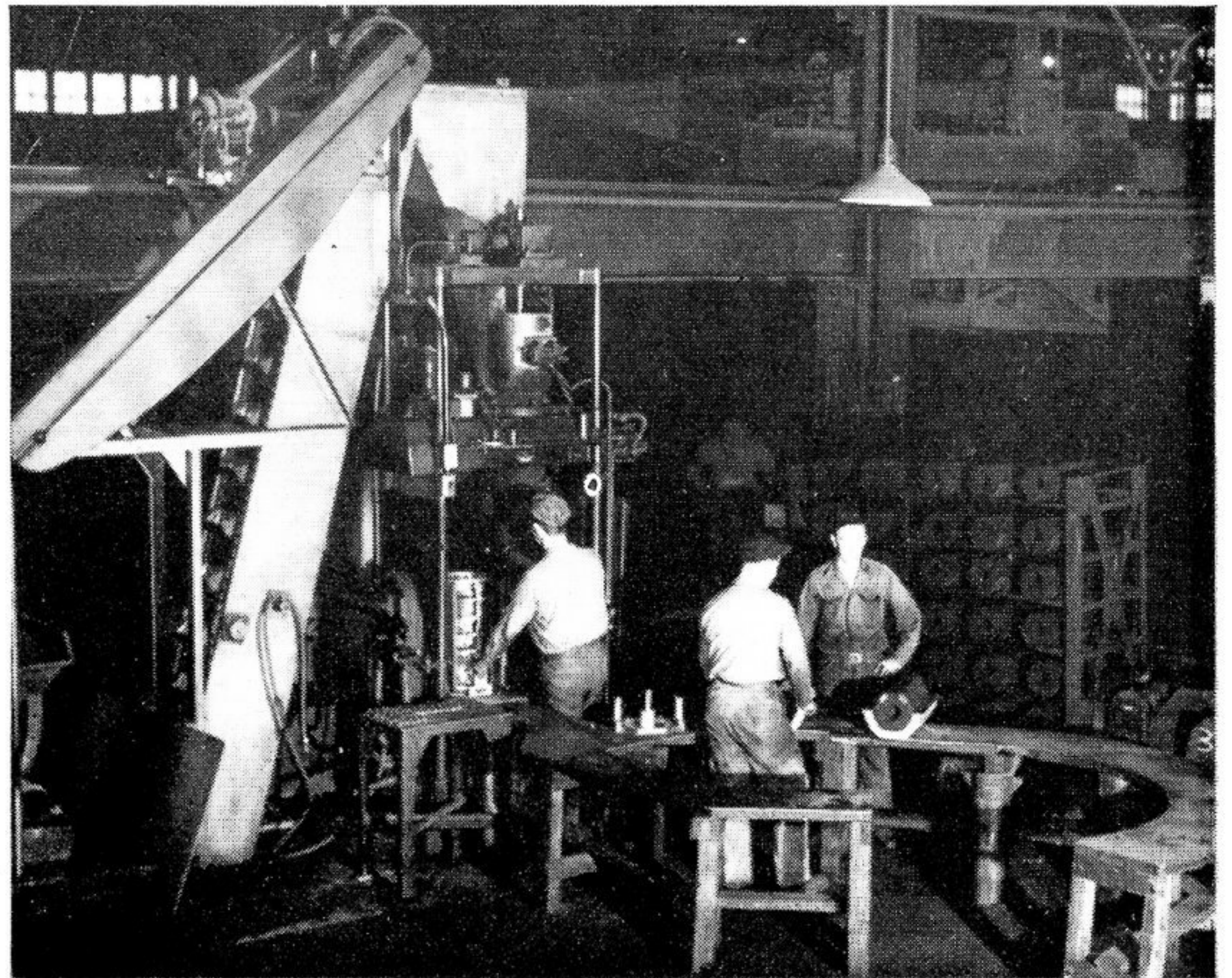
U. S. Hame Company Founded

Shortly after, Pratt & Letchworth removed the production of hames, saddlery and coach fixtures from the foundry and formed the U. S.

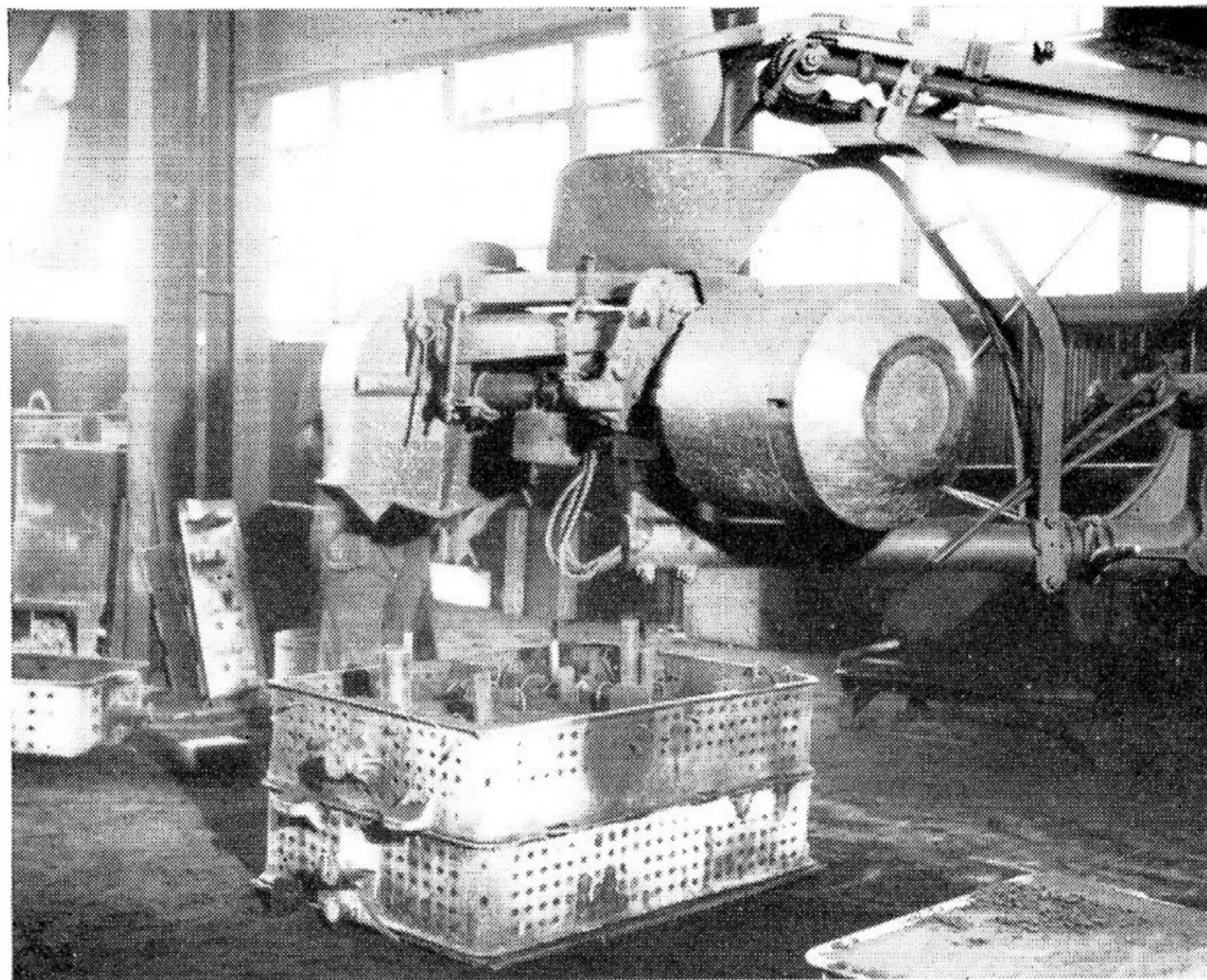




CHARGING BUCKET — OPEN HEARTH FURNACES

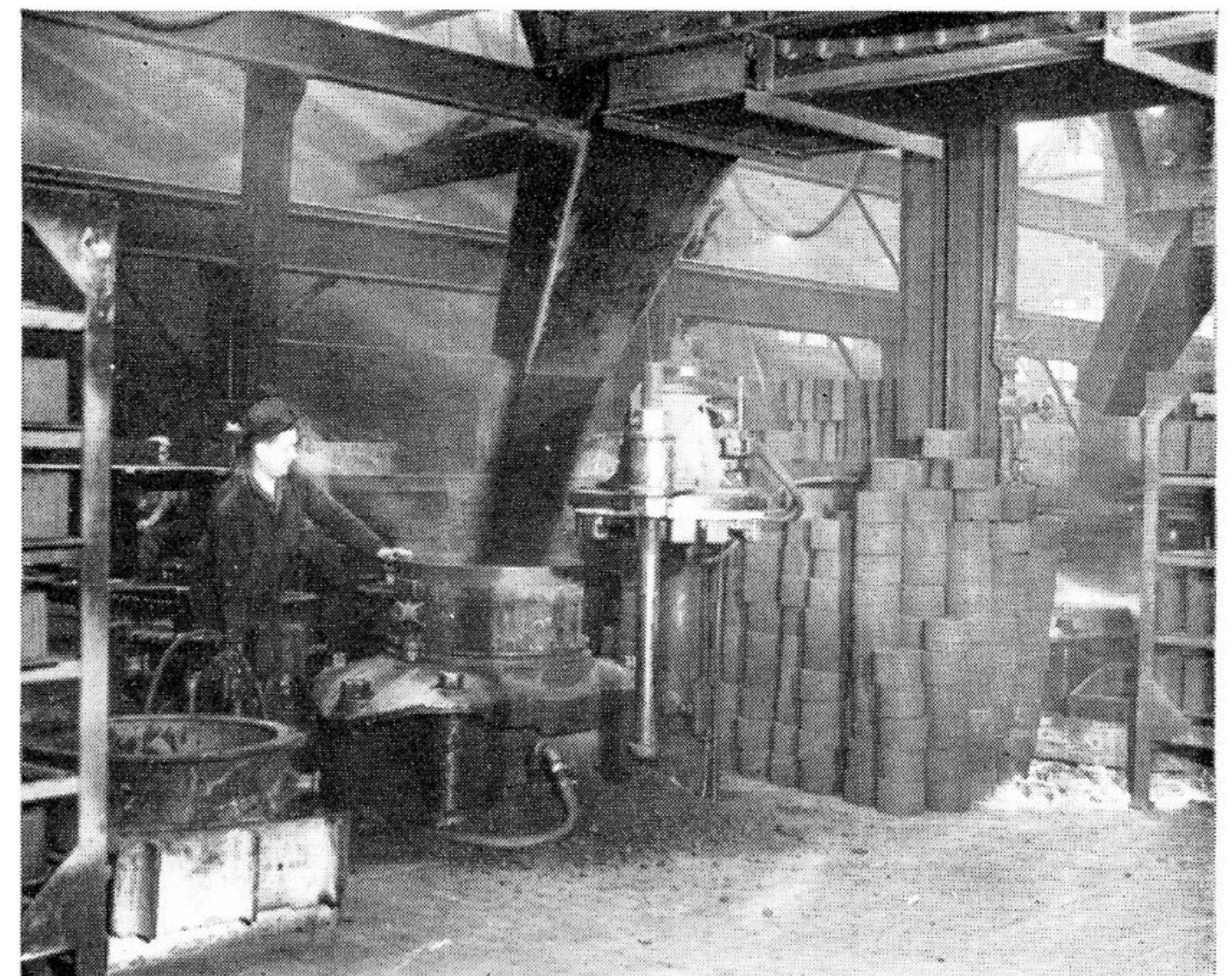


BLOWING CORES

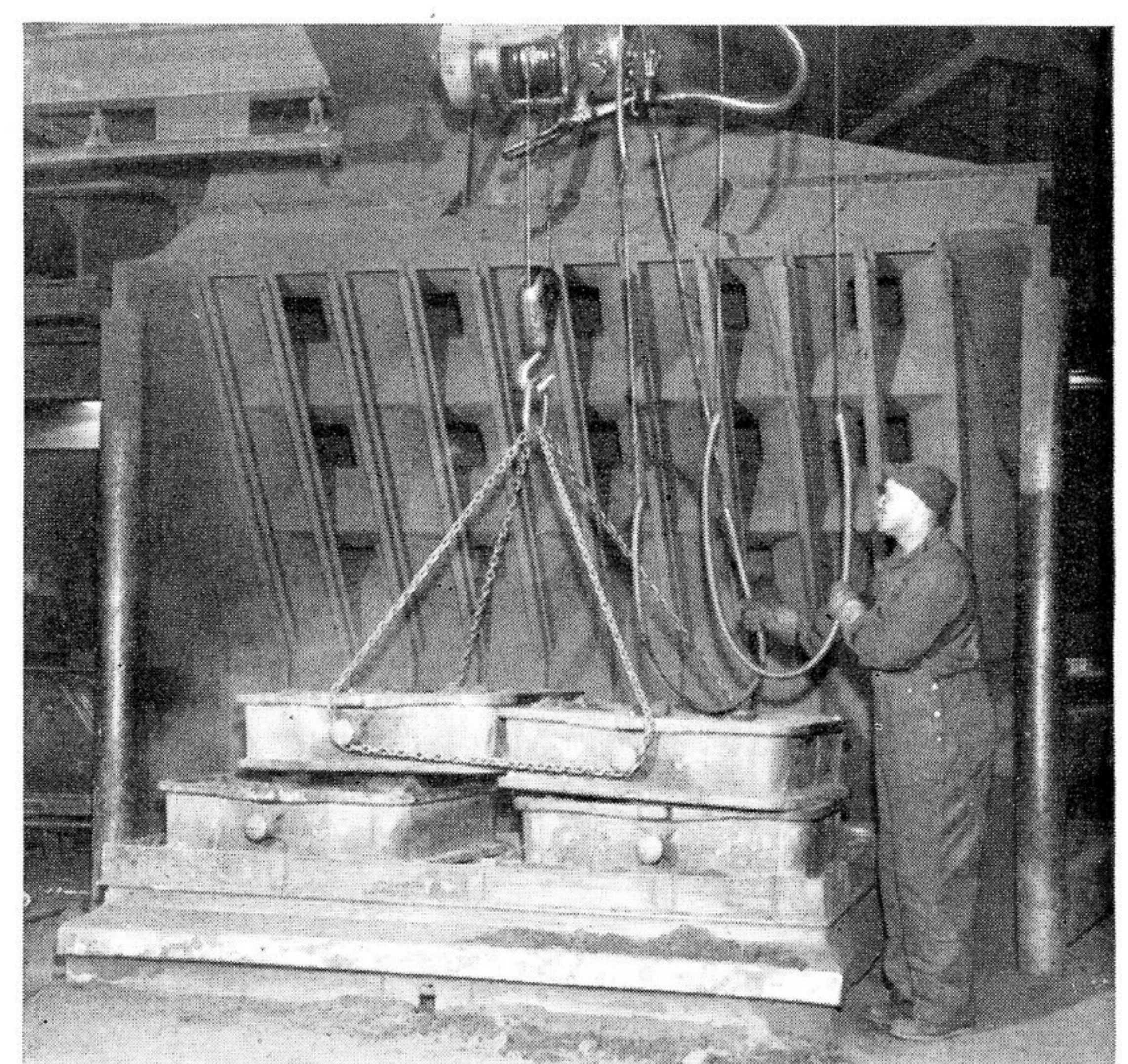
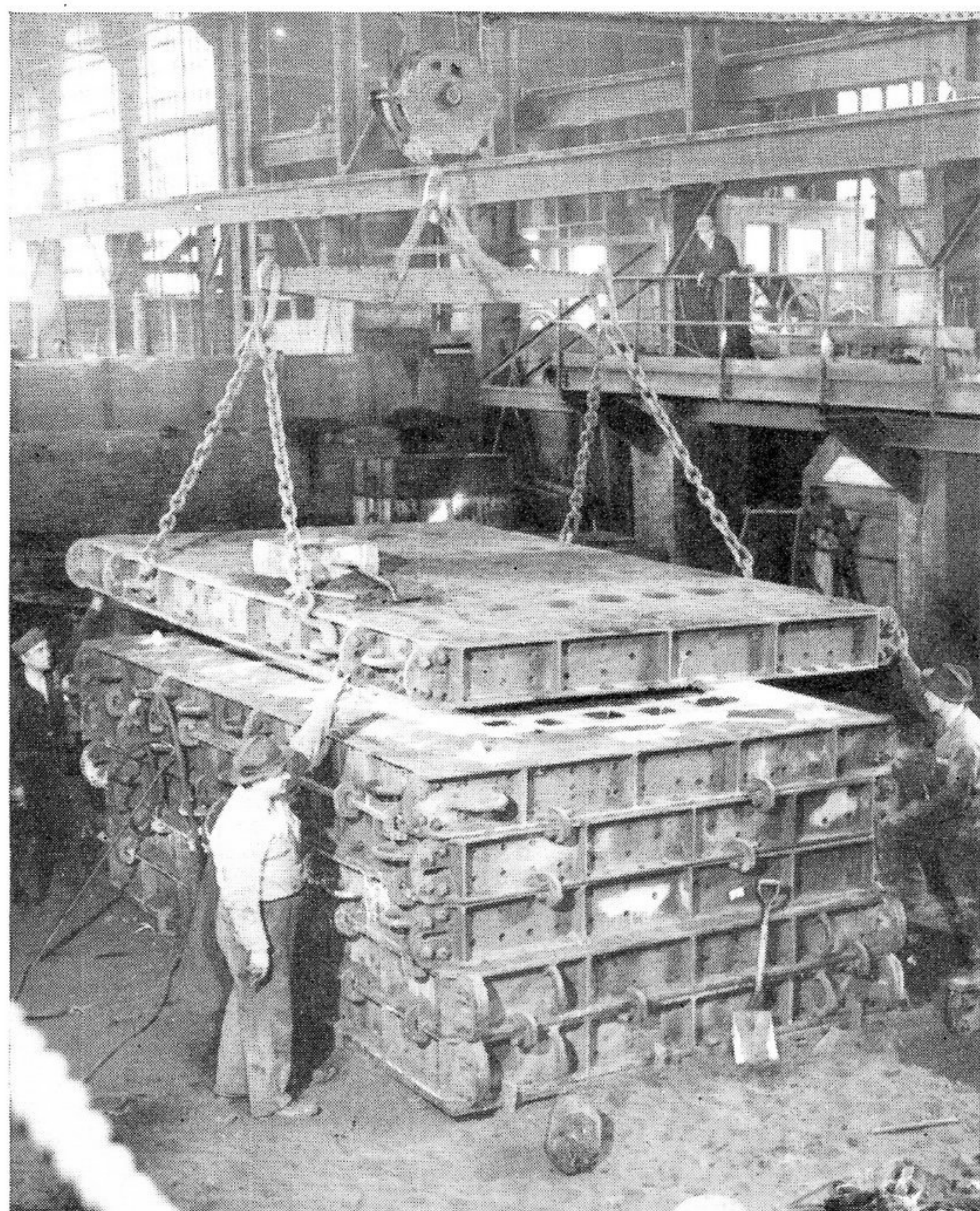


THE SLINGER

(Below) A LARGER MOLD



MOLDING



THE SHAKE-OUT



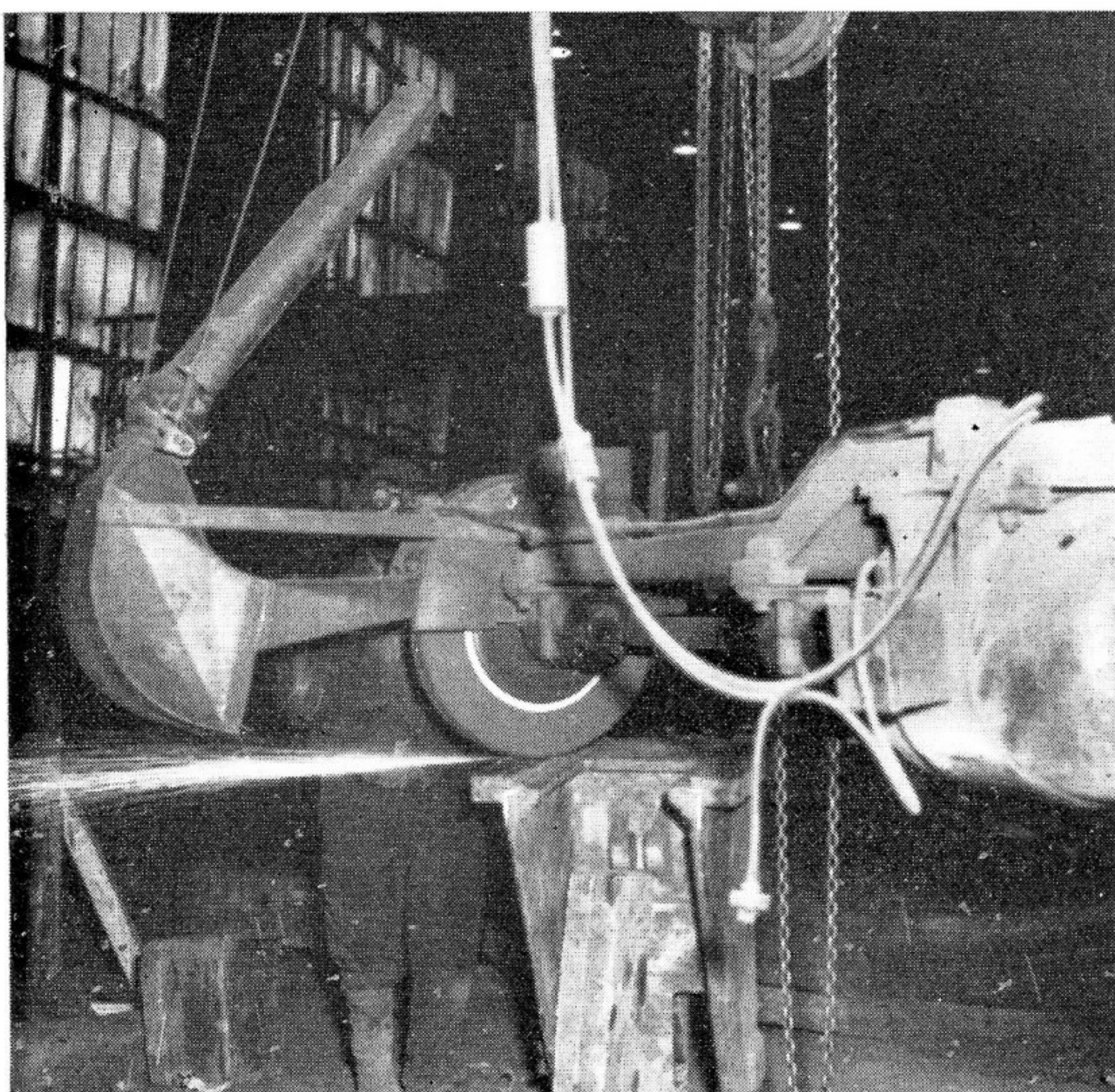
FILLING MOLDS FROM THE 20 TON LADLE

Hame Company to handle these operations. Pratt & Letchworth, which was a partnership, was incorporated under its present name in 1896. Ogden P. Letchworth, a son of George Letchworth, was elected president. Four years later it acquired a plant in Brantford, Ont. The Canadian plant employed more than a thousand workers before its was sold in 1913

to Canadian Car & Foundry Co. Ltd., which still operates it.

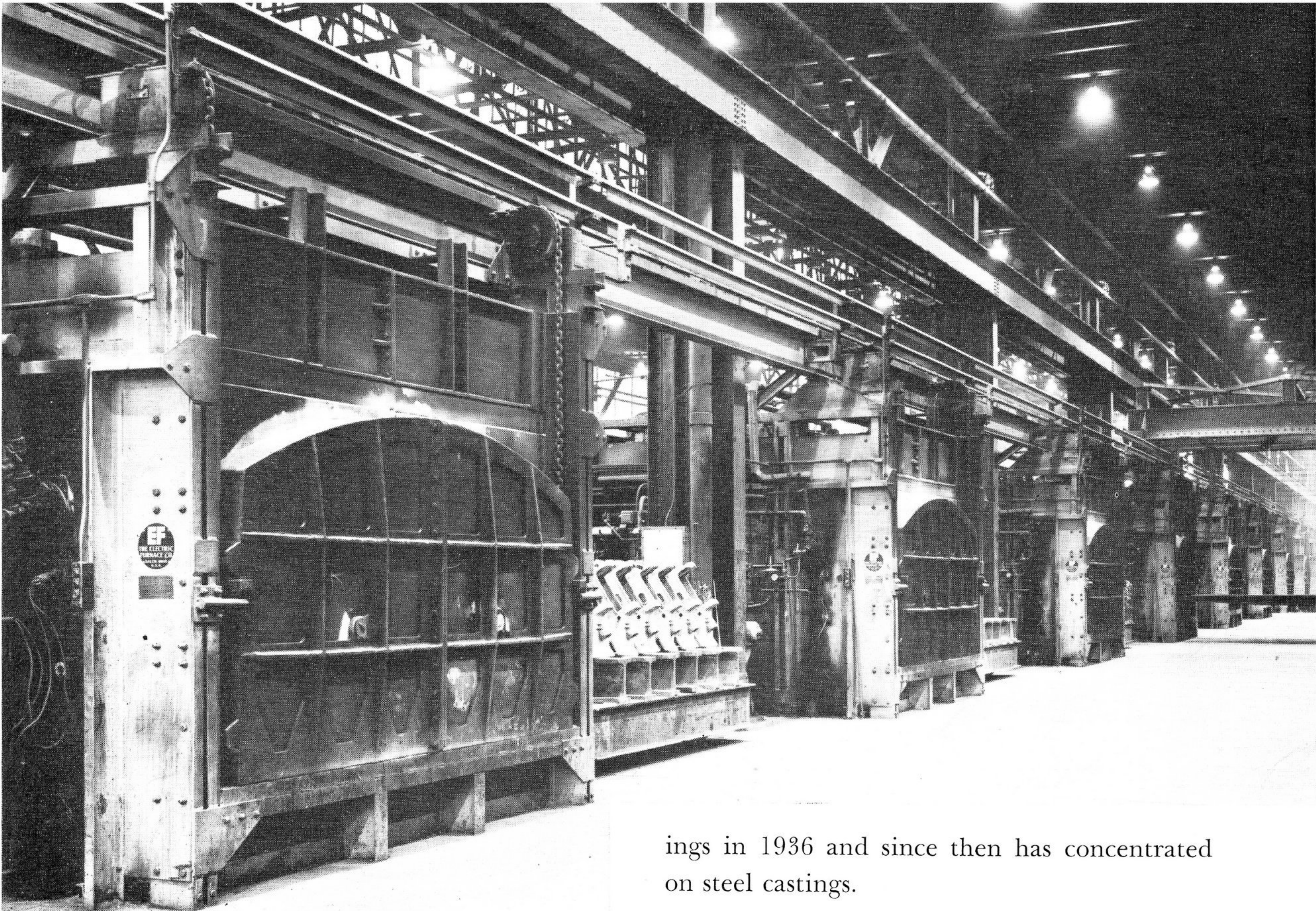
Pratt & Letchworth ended its hame, saddlery and coach hardware business in 1902. In 1924, Pratt & Letchworth was absorbed by the Dayton Malleable Iron Company and is a subsidiary of that concern. The plant here discontinued the manufacture of malleable cast-

GRINDING



CLEANING

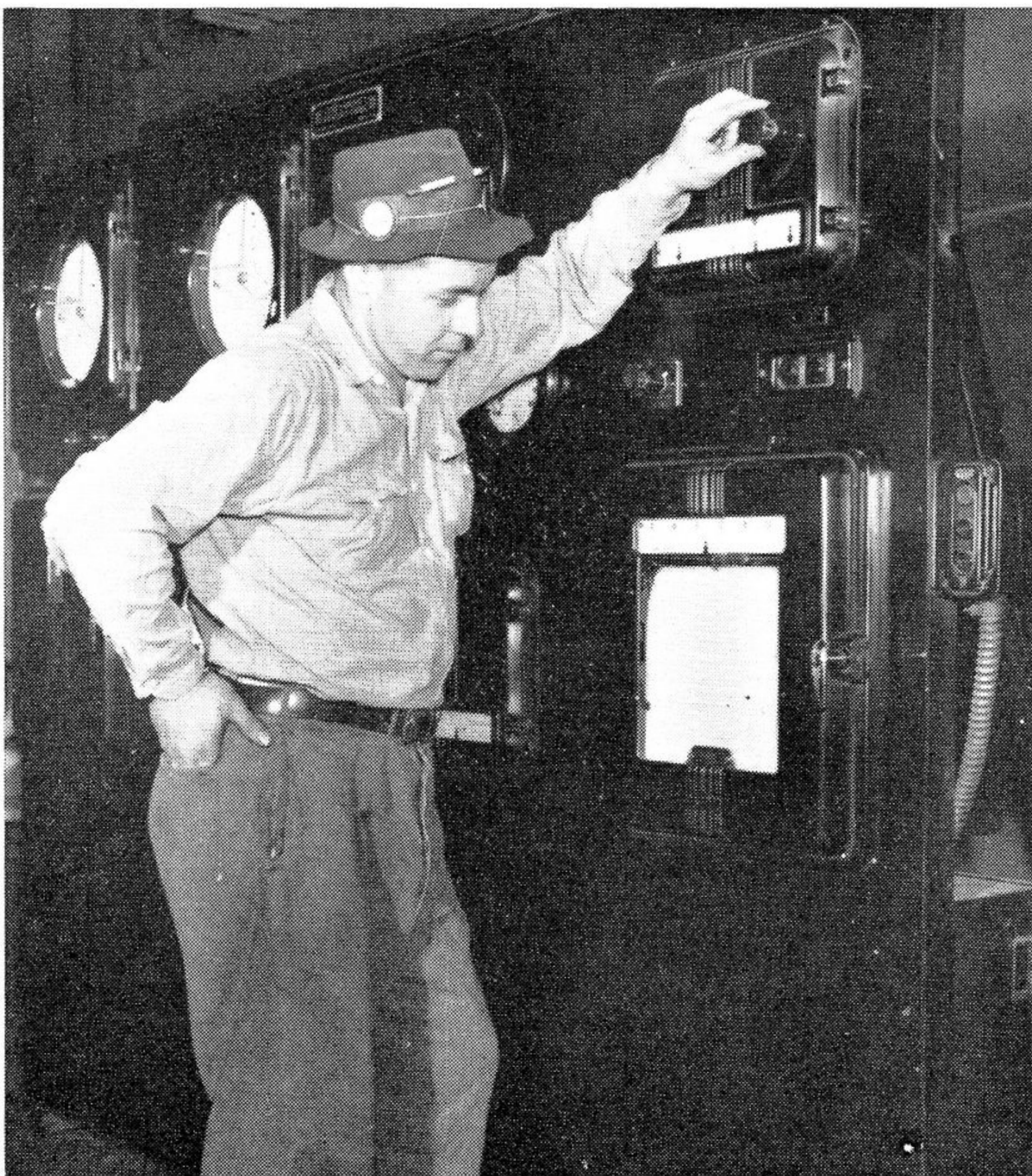




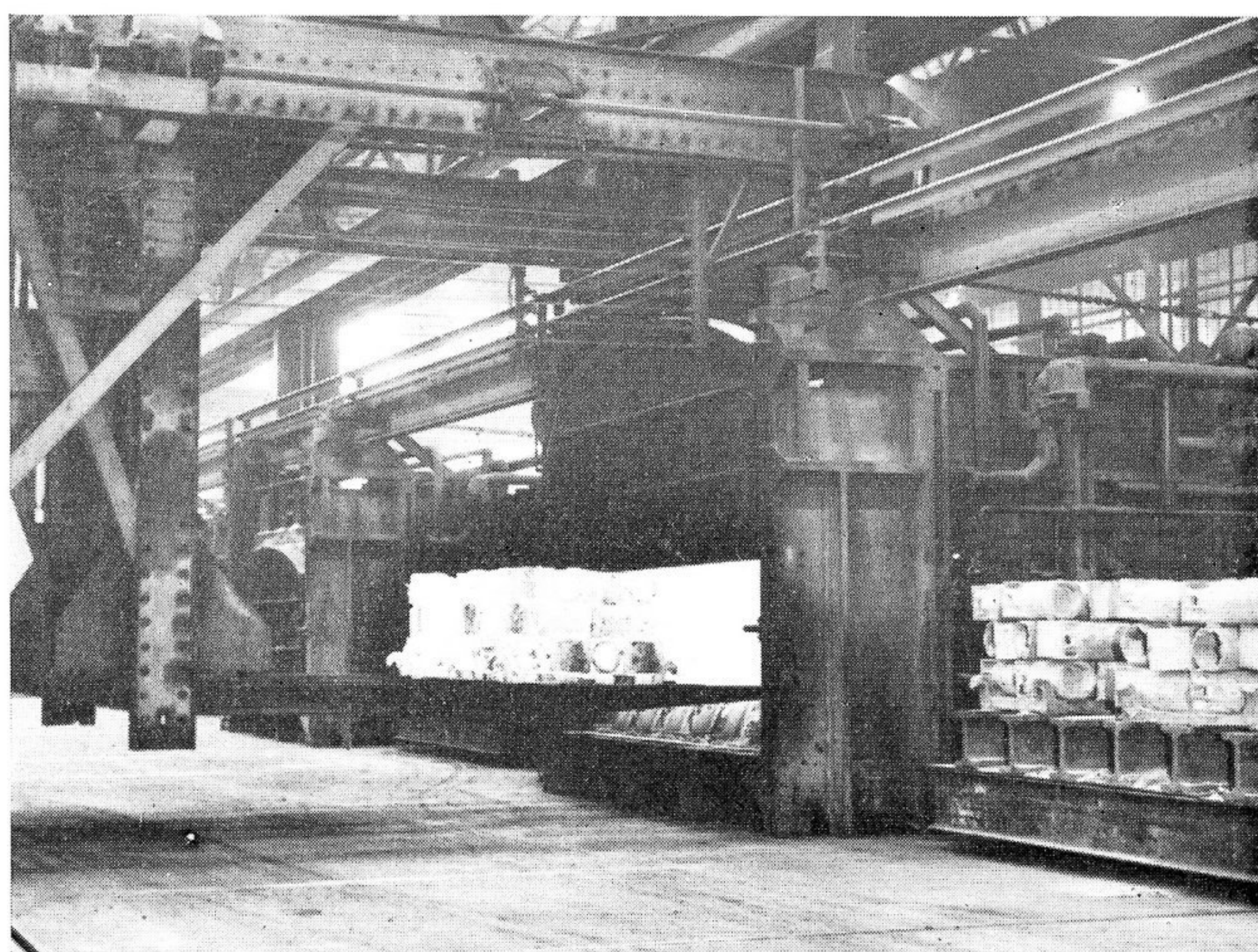
HEAT TREATING FURNACES

ings in 1936 and since then has concentrated on steel castings.

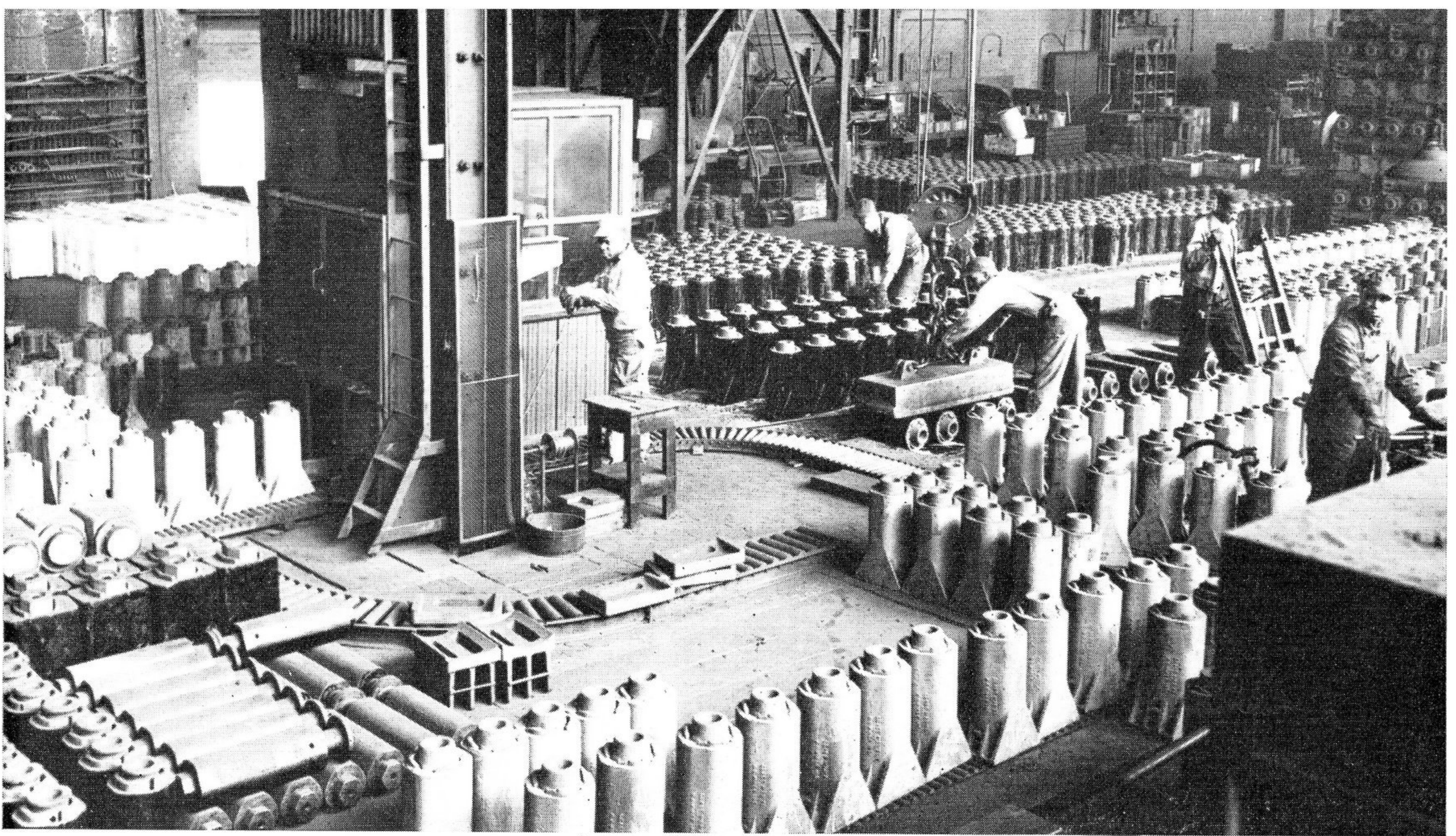
The only direct descendant of the Letchworths connected with the original partnership who still is active in the company is Geoffrey J. Letchworth, assistant treasurer. He is a son of Josiah Letchworth.



CONTROLLING FURNACE REVERSALS



MINER CYLINDERS LEAVING A HEAT TREATING FURNACE

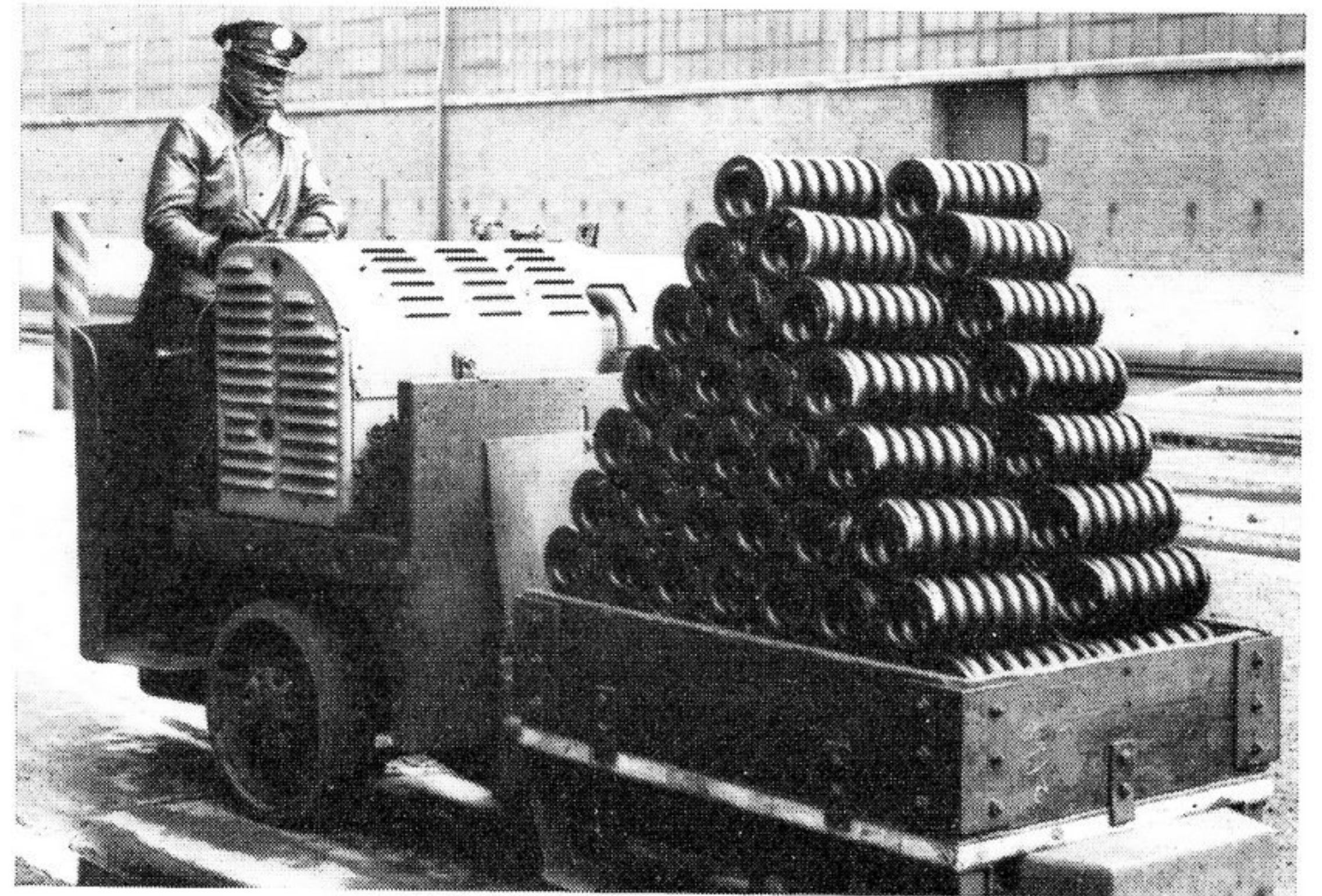


TESTING AND ASSEMBLING MINER DRAFT GEARS

Keith Williams Now President

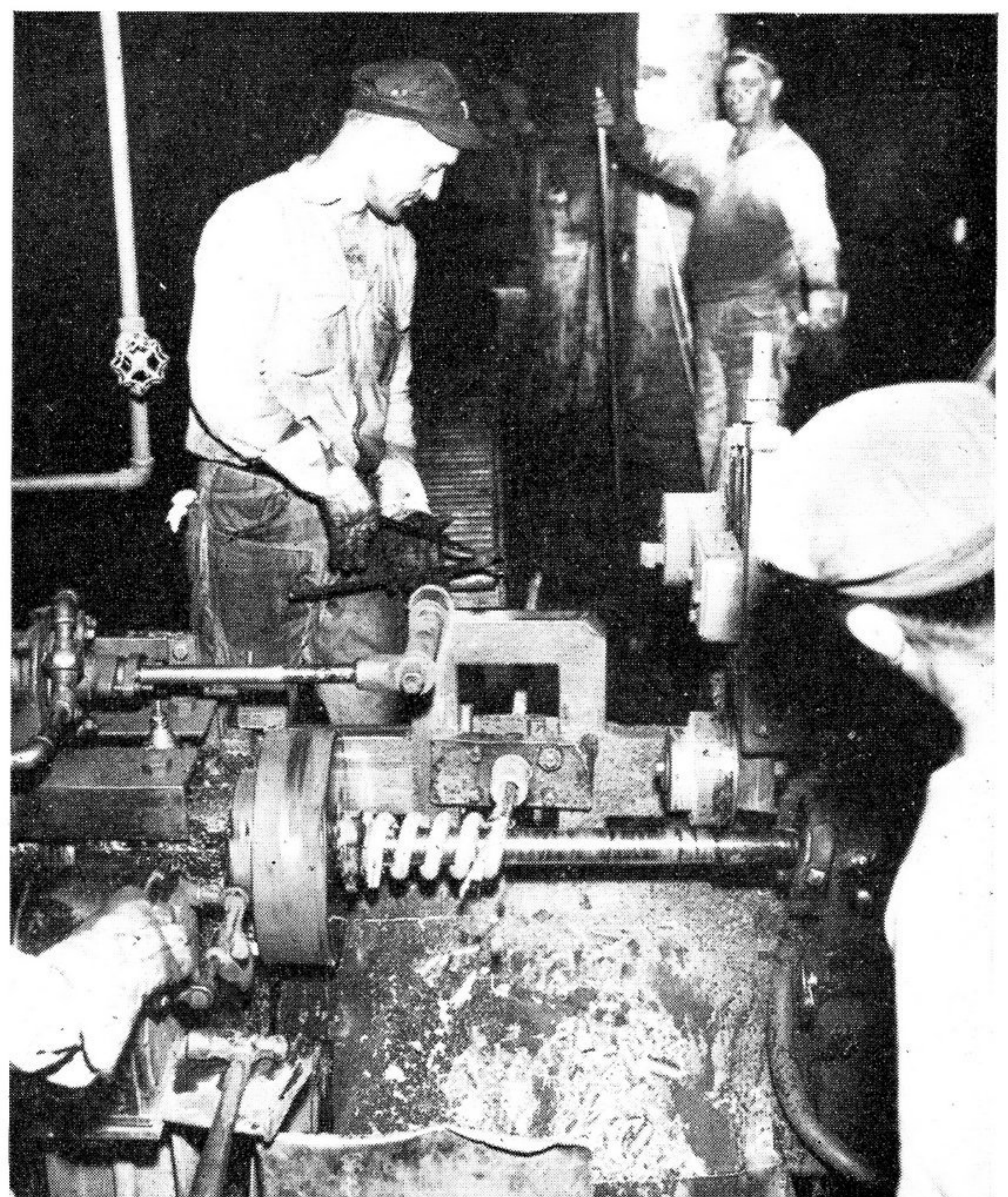
Pratt & Letchworth operates under President Keith Williams.

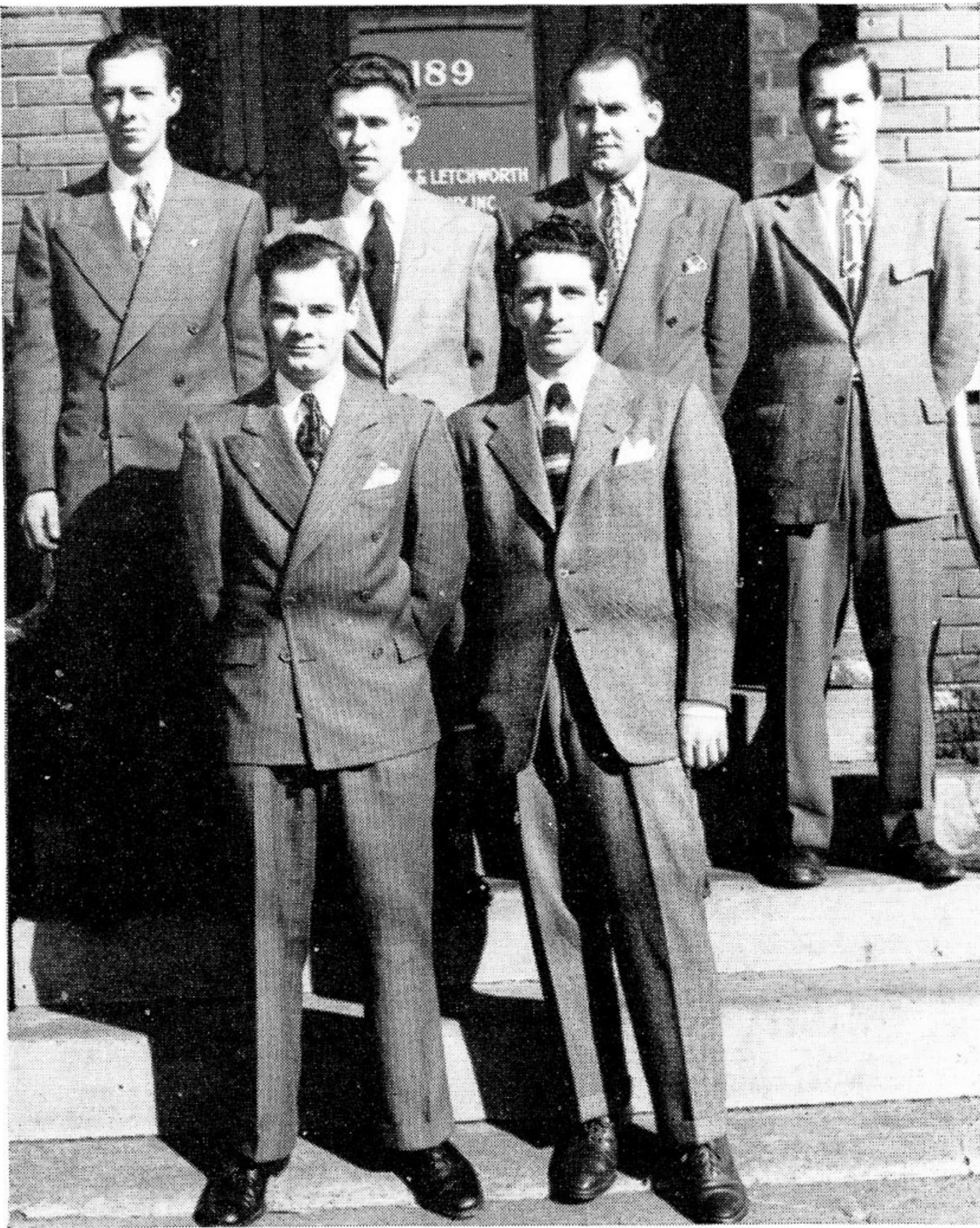
About ninety per cent of its present output is for railroad equipment producers. It manufactures large quantities of castings for W. H. Miner, Inc., Chicago, one of the largest railroad supply houses in the world. The Miner



WINDING STEEL BARS INTO SPRINGS

FORGING





THE GRADUATES

Left to right: Front row: Irving Miller, Salvatore Costanza. Back row: Clyde Mammoser, Bruce Allen, William Berezuk, William Baer.

company has been a customer since 1905 and maintains a branch office and its own testing facilities in the Pratt & Letchworth plant. The Tonawanda plant employs about eight hundred and fifty.

Pratt & Letchworth has an enviable war record for the production of materials during the four major conflicts in which the nation has been engaged during the last hundred years.

Service Pins to 530 Employees

Executives and employees celebrated the company's centennial at a party on Saturday, May 15, in the Masten Avenue Armory. Service pins were presented by Mr. Williams to five hundred and thirty employees who have been with the company five years or more.

The last 100 years have seen progress the like of which the World has never had before. We predict however that the next 100 years will be much greater.

That prediction is based on the unlimited opportunities that are within the reach of everyone. Our future will be safe in the hands of lads like these who have just completed their courses with the New York State Apprentice School whose standards are very high—never in all history have so many men and women been engaged in learning.



OUR FOREMEN GIVE McKINLEY VOCATIONAL HIGH SCHOOL THE ONCE OVER

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Posted March 2021
By Brian D. Szafranski
Elma NY USA

Please do not reprint for profit.

